3

COUNCIL COMMUNICATION

TO: THE CITY COUNCIL COUNCIL MEETING DATE: MARCH 1, 1989

FROM: THE CITY MANAGERS OFFICE

SUBJECT: REQUESTS OF MARC SIEGAL FOR AN AMENDMENT TO THE LAND USE ELEMENT OF THE GENERAL PLAN, A REZONING AND ENVIRONMENTAL CERTIFICATION

INDICATED ACTION: That the City Council conduct public hearings to reconsider the following requests of Marc Siegal, c/o First Fidelity Realty Group:

1. to amend the Land Use Element of the Lodi General Plan by redesignating the parcel at 2500 West Turner Road (APN 029-030-39, R.C.A. Global) from Office-Institutional to Commercial.

2. to rezone the parcel at 2500 West Turner Road (APN 029-030-39, R.C.A. Global) from R-C-P, Residential-Commercial-Professional to C-S, Commercial Shopping Center.

3. to certify the filing of a Negative Declaration by the Community Development Director as adequate environmental documentation on the above projects.

The public hearings may be conducted concurrently, but the items must be acted on separately.

BACKGROUND INFORMATION: At the January 18, 1989 City Council meeting the Council denied the General Plan Amendment and Rezoning by a 2 to 2 vote with Councilman Snider abstaining because of a conflict of interest. The Council failed to certify the Negative Declaration and Expanded Initial Study because Councilman Reid's motion died for lack of a second.

At the request of the applicant's attorney the Council voted to reconsider the above matters at this session and asked the developer present additional information which he felt was important.

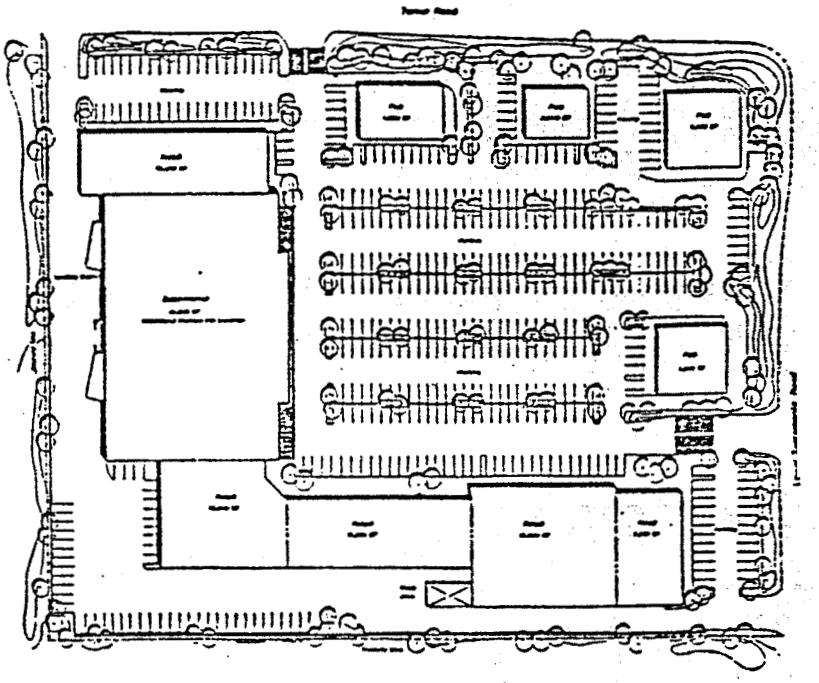
The purpose of this request is to provide the zoning so that the developer can build a 9.6 acre shopping center with 116,960 square feet of building area. At the Planning Commission public hearing the proponents indicated that the center would be anchored with a 42,000 square foot, full-service Safeway and a 19,000 square foot Thrifty Drug Store. A full service supermarket is similar to Fry's, Raley's or the newest Lucky's in the types of departments within the market.

At the Planning Commission hearing the developer offered to assist in paying for a traffic signal at the major street intersection. Presumably this same offer will be made at the Council hearing.

If the City Council approves the requests, the Public Works Department should be authorized to negotiate with the developer on the amount of sewer capacity that will be available to the center pending the completion of the White Slough expansion.

If the request is denied, the existing Safeway Store on East Lodi Avenue will still close because it cannot compete with the larger, more modern markets built around the City in the last few years. Although a sad situation for the eastside, an economic fact of life fo the grocery chain.

JAMES B. SCHROEDER
Community Development Director

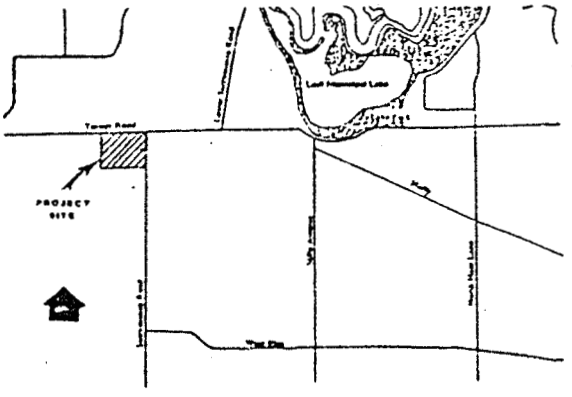


LEGEND

Total Acreage	9.61 acres
Building SF	116,968 sf
%Coverage	27.9
Parking:	
Required:	456 spaces
Shown:	476 spaces

Winepress Shopping Center
Conceptual Site Plan

VICINITY **MAP**



Winepress Shopping Center

Rezone & **GFA**

Z-88-02 12-27-88

NOTICE OF PUBLIC HEARING TO CONSIDER
THE PLANNING COMMISSION'S RECOMMENDED APPROVAL
OF THE REQUEST OF MARC SIEGEL, C/O FIRST FIDELITY REALTY GROUP
TO AMEND THE LAND USE ELEMENT OF THE LODI GENERAL PLAN BY
REDESIGNATING THE PARCEL AT 2500 WEST TURNER ROAD
(APN 029-030-39, R.C.A. GLOBAL)
FROM OFFICE-INSTITUTIONAL TO COMMERCIAL

NOTICE IS HEREBY GIVEN that on Wednesday, March 1, 1989, at the hour of 7:30 p.m., or as soon thereafter as the matter may be heard, the Lodi City Council will conduct a public hearing to consider the Planning Commission's recommended approval of the request of Marc Siegel, c/o First Fidelity Realty Group to amend the land use element of the Lodi General Plan by redesignating the parcel at 2500 West Turner Road (APN 029-030-39, R.C.A. Global) from R-C-P, Residential-Commercial-Professional to C-S, Commercial Shopping.

Information regarding this item may be obtained in the office of the Community Development Director at 221 West Pine Street, Lodi, California. All interested persons are invited to present their views and comments on this matter. Written statements may be filed with the City Clerk at any time prior to the hearing scheduled herein and oral statements may be made at said hearing.

If you challenge the subject matter in court you may be limited to raising only those issues you or someone else raised at the public hearing described in this notice or in written correspondence delivered to the City Clerk, 221 west Pine Street, Lodi, at or prior to, the public hearing.

By Order Of The Lodi City Council:

Alice M. Reimche
City Clerk

Dated: February 1, 1989

Approved as to form:

Bobby W. McNatt
City Attorney

PH/5
TXTA.02D

TOWNE RANCH

P.O. Box 667 Lodi, Ca 95241

Mr. James Schroeder
Community Development Director
Lodi, Ca 95240

Dear Jim,

Our family would be willing to work out with the City of Lodi and Mr. Marc Siegel an agreement, acceptable to all, to provide a sidewalk and/or other inprovements across our easterly border on Lower Sacramento Road to provide access to a new shopping center for the residents of Park West.

I hope that this may provide an answer for some of the objections that I heard at the last hearing.

Yours Truly,

Bruce Towne

CC Terry Piazza
323 W. Elm
Lodi, Ca 95240

CC Marc Siegel

1112 Junewood Drive
Lodi, California 95242
(209) 333-1313

CITY CLERK
CITY OF LODI

Dear Members of the City Council:

Recently you were approached by a developer who asked you to consider amending the general plan to rezone a parcel at 2500 West Turner Road (the old RCA building). You refused his request due to concerns about traffic, etc.

Please reconsider. I live on the north side of town near Turner Road. I am tired of having to drive across town to shop for groceries that are reasonably priced. Sometimes we feel as if we are in a part of town which is slowly beginning to die. I realize there are vacancies in centers on this side of town, but they are for small shops. We would love to have a large grocery store locate on this side of town.

Since the portion of Turner Road which would be involved has just been redone, I fail to see how traffic problems would occur. It might even help alleviate some of the problems on Lodi Avenue and Kettleman Lane.

We also might need to be concerned about having major store chains see Lodi as having an unfavorable business climate.

Thank you for your time and consideration.

Sincerely,

Laurie Urias

Laurie Urias
1112 Junewood Drive
Livable, loveable, Lodi

ORDINANCE NO. 1449

AN ORDINANCE OF THE LODI CITY COUNCIL
AMENDING THE LAND USE ELEMENT OF THE LODI GENERAL PLAN
BY REDESIGNATING THE PARCEL LOCATED AT 2500 WEST TURNER ROAD
(APN 029-030-39, R.C.A. GLOBAL) FROM OFFICE-INSTITUTIONAL TO COMMERCIAL

BE IT ORDAINED BY THE LODI CITY COUNCIL AS FOLLOWS:

SECTION 1. The Land Use Element of the Lodi General Plan is hereby amended by redesignating the parcel located at 2500 West Turner Road (APN 029-030-39, R.C.A. Global) from Office-Institutional to Commercial.

SECTION 2. All ordinances and parts of ordinances in conflict herewith are repealed insofar as such conflict may exist.

SECTION 3. This ordinance shall be pubiished one time in the "Lodi News Sentinel", a daily newspaper of general circulation printed and published in the City of Lodi and shall be in force and take effect thirty days from and after its passage and approval.

Approved this day of

JAMES W. PINKERTON, JR.
Mayor

Attest:

ALICE M. REIMCHE
City Clerk

State of California
County of San Joaquin, Ss.

I, Alice M. Reimche, City Clerk of the City of Lodi, do hereby certify that Ordinance No. was introduced at a regular meeting of the City Council of the City of todi held and was thereafter passed, adopted and ordered to print at a regular meeting of said Council held Dy tne following vote:

Ayes: Council Members -

Noes: Council Members -

Absent: Council Members -

Abstain: Council' Members -

I further certify that Ordinance No. was approved and signed by the Mayor on the date of its passage and the same has been published pursuant to law.

ALICE M. REIMCHE
City Clerk

Approved as to Form

BOBBY W. McNATT
City Attorney

ORD1449/TXTA.01V

DECLARATION OF MAILING

On February 6, 1989 in the City of Lodi, San Joaquin County, California, I deposited in the United States mail, envelopes with first-class postage prepaid thereon, containing a copy of the Notice attached hereto, marked Exhibit "A"; said envelopes were addressed as is more particularly shown on Exhibit "B" attached hereto.

There is a regular daily communication by mail between the City of Lodi, California, and the places to which said envelopes were addressed.

I declare under penalty of perjury that the foregoing is true and correct.

Executed on February 6, 1989, at Lodi, California.

ALICE M. REIMCHE
City Clerk/

Judy Johnson
Deputy City Clerk

DEC/01
TXTA.02D

NOTICE OF PUBLIC HEARING TO CONSIDER
THE PLANNING COMMISSION'S RECOMMENDED APPROVAL
OF THE REQUEST OF MARC SIEGEL, C/O FIRST FIDELITY REALTY GROUP
TO REZONE THE PARCEL AT 2500 WEST TURNER ROAD
(APN 029-030-39, R.C.A. GLOBAL)
FROM R-C-P, RESIDENTIAL-COMMERCIAL-PROFESSIONAL
TO C-S, COMMERCIAL SHOPPING

NOTICE IS HEREBY GIVEN that on Wednesday, March 1, 1989, at the hour of 7:30 p.m., or as soon thereafter as the matter may be heard, the Lodi City Council will conduct a public hearing to consider the Planning Commission's recommended approval of the request of Marc Siegel, c/o First Fidelity Realty Group to rezone the parcel at 2500 West Turner Road (APN 029-030-39, R.C.A. Global) from R-C-P, Residential-Commercial-Professional to C-S, Commercial Shopping.

Information regarding this item may be obtained in the office of the Community Development Director at 221 West Pine Street, Lodi, California. All interested persons are invited to present their views and comments on this matter. Written statements may be filed with the City Clerk at any time prior to the hearing scheduled herein and oral statements may be made at said hearing.

If you challenge the subject matter in court you may be limited to raising only those issues you or someone else raised at the public hearing described in this notice or in written correspondence delivered to the City Clerk, 221 west Pine Street, Lodi, at or prior to, the public hearing.

By Order Of The Lodi City Council:

Alice M. Reimche
City Clerk

Dated: February 1, 1989

Approved as to form:

Bobby W. McNatt
City Attorney

PH/4
TXTA.02D

NOTICE OF PUBLIC HEARING TO CONSIDER
THE PLANNING COMMISSIONS RECOMMENDED APPROVAL
OF THE REQUEST OF MARC SIEGEL, C/O FIRST FIDELITY REALTY GROUP
TO AMEND THE LAND USE ELEMENT OF THE LODI GENERAL PLAN BY
REDESIGNATING THE PARCEL AT 2500 WEST TURNER ROAD
(APN 029-030-39, R.C.A. GLOBAL)
FROM OFFICE-INSTITUTIONAL TO COMMERCIAL

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Information regarding this item may be obtained in the office of the Community Development Director at 221 West Pine Street, Lodi, California. All interested persons are invited to present their views and comments on this matter. Written statements may be filed with the City Clerk at any time prior to the hearing scheduled herein and oral statements may be made at said hearing.

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By Order Of The Lodi City Council:

Alice M. Reimche
City Clerk

Dated: February 1, 1989

Approved as to form:

Bobby W. McNatt
City Attorney

PH/5
TXTA.02D

NOTICE OF PUBLIC HEARING TO CONSIDER
THE PLANNING COMMISSION'S RECOMMENDATION TO CERTIFY
THE FILING OF A NEGATIVE DECLARATION
BY THE COMMUNITY DEVELOPMENT DIRECTOR AS
ADEQUATE ENVIRONMENTAL DOCUMENTATION

NOTICE IS HEREBY GIVEN that on Wednesday, March 1, 1989, at the hour of 7:30 p.m., or as soon thereafter as the matter may be heard, the Lodi City Council will conduct a public hearing to consider the Planning Commission's recommendation to certify the filing of a negative declaration by the Community Development Director as adequate environmental documentation on the following projects:

1. Proposed amendment of the Land Use Element of the Lodi General Plan by redesignating the parcel at 2500 West Turner Road (APN 029-030-39, R.C.A. Global) from Office-Institutional to Commercial.

2. Proposed rezoning of the parcel at 2500 West Turner Road (APN 029-030-39, R.C.A. Global) from R-C-P, Residential-Commercial-Professional to C-S, Commercial Shopping.

Information regarding this item may be obtained in the office of the Community Development Director at 221 West Pine Street, Lodi, California. All interested persons are invited to present their views and comnents on this matter. Written statements may be filed with the City Clerk at any time prior to the hearing scheduled herein and oral statements may be made at said hearing.

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By Order Of The Lodi City Council:

Alice M. Reimche
City Clerk

Dated: February 1, 1989

Approved as to form:

Bobby W. McNatt
City Attorney

PH/6
TXTA.02D

(Page Of)

MAILING LIST FOR: WINEPRESS SHOPPING CENTER FILE # Z-88-[illegible]

ficha	grkl	AP#	OWNERS NAME	MAILING ADDRESS	CITY, STATE CA	ZIP
		015-230-[illegible]	WINE & ROSES COUNTRY INN	2505 W. TURNER RD.	LODI	95240
		20	B.A TOWNE III	693 E TURNER RD		
		21	WINE & ROSES COUNTRY INN	3505 W TURNER RD		
		015-300-[illegible]	CAREY DEVELOPMENT CO. CORP	% STE 301 2575 GRAND CANAL BL	STOCKTON	95207
		029-030-06	CITY OF LODI			
		08	I.M. & M.J HAYES	P.O BOX 707	LODI	95241
		[illegible]	RCA GLOBAL COMM INC	(NONE LISTED)		
		[illegible]	BRUCE TOWNE	P.O. BOX 185	WALNUT GROVE	95690
		[illegible]	63 LODI INVESTORS PTP % R. SCHLAEGEL	3237 DANVILLE BLVD	ALAMO	94507
		[illegible]	49 LODI INVESTORS c/o SCHLAEGEL & ASSOC.	3237 DANVILLE BLVD	"	"
		029-050-01	DONALD & LOIS SMITH	P.O. BOX 452	LOCKEFORD	95237
		02	MITCHEL SWANSON	2433 TEJON ST.	LODI	95240
		03	MYRNA KNEELAND	2427 TEJON ST.		
			Marc Siegal, Agent 1st Fidelity Realty Group Inc. Suite No. 206, 1555 River	Park Dr., Sacramento, Ca.		95815
			(916) 927-9639			
			MCI Communications Attn Michael Roth	1133 9th St NW	Washington DC	20036
			[illegible] (Attorney [illegible])	509 West Weber	Stockton	
			Glen Baumbach Baumbach & Piazza	323 W Elm	Lodi	95240

Dear Lodi City Council:

I started to submit this letter: To whom it may concern. Then I suddenly realized this important matter concerns us all. I've thought in great depth of the pros and cons to save our Safeway. The fact of the matter even starts off within the title itsself; Safeway.

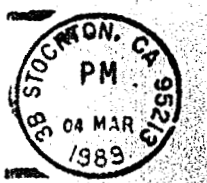
It's safe to save in a special way! As I do not wish to shop at anyother market.

I sincerely believe that it will be in the best interest for the community of Lodi to support the build of an even bigger, better and newer Safeway.

Please let's not get caught up in the dogma and condition of our own society. Let's stay together for us all.

Teresa A. Rudolph

Donald & Teresa Rudolph
1047 Miwok Drive
Lodi, California 95240



LODI CITY COUNCIL
221 W. PINE STREET
LODI, CALIF.
95241

file 3/15 file

City Council,

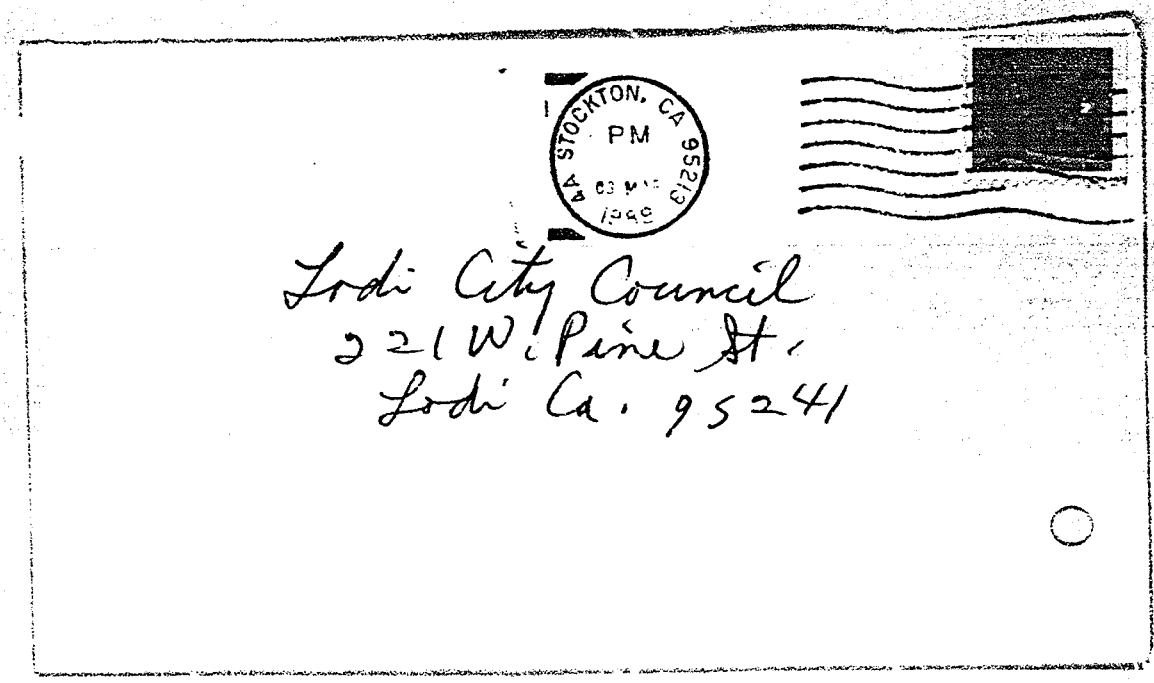
I would hate to see Safeway go out of Business. Its been here for a long time.

They have good bargains I'm on a fixed income and I enjoy going to Safeway. They have good bargains.

Please save our Safeway

Thank You

Colleen Medinger



Lodi City Council
221 W. Pine St.
Lodi Ca. 95241

COUNCIL COMMUNICATION

TO: THE CITY COUNCIL COUNCIL MEETING DATE: MARCH 1, 1989

FROM: THE CITY MANAGER'S OFFICE

REQUESTS OF MARC SIEGAL FOR AN AMENDMENT TO THE LAND USE ELEMENT OF THE GENERAL PLAN, A REZONING AND ENVIRONMENTAL CERTIFICATION

INDICATED ACTION: That the City Council conduct public hearings to reconsider the following requests of Marc Siegal, c/o First Fidelity Realty Group:

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BACKGROUND INFORMATION: At the January 18, 1989 City Council meeting the Council denied the General Plan Amendment and Rezoning by a 2 to 2 vote with Councilman Snider abstaining because of a conflict of interest. The Council failed to certify the Negative Declaration and Expanded Initial Study because Councilman Reid's motion died for lack of a second.

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At the Planning Commission hearing the developer offered to assist in paying for a traffic signal at the major street intersection. Presumably this same offer will be made at the Council hearing.

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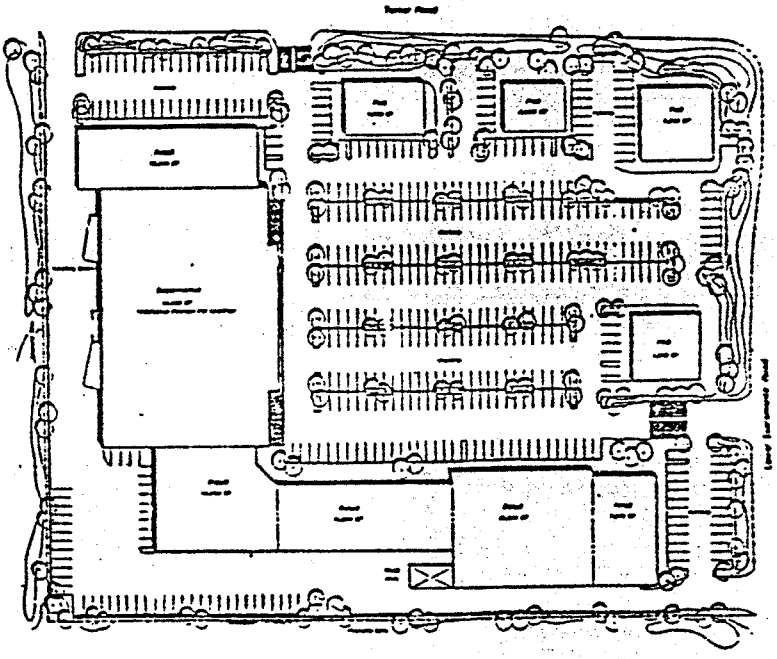
James B. Schroeder

JAMES B. SCHROEDER
Community Development Director



LEGEND

Total Acreage	9.61 acres
Building SF	114,900 sf
%Coverage	27.9
Parking	
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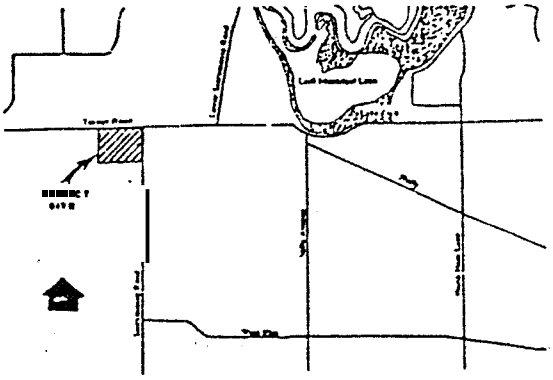
Winepress Shopping Center
Conceptual Site Plan

VICINITY MAP



Winepress Shopping Center

Rezone & GPA

2-88-02 12-27-88

NOTICE OF PUBLIC HEARING TO CONSIDER
THE PLANNING COMMISSION'S RECOMMENDED APPROVAL
OF THE REQUEST OF MARC SIEGEL, C/O FIRST FIDELITY REALTY GROUP
TO REZONE THE PARCEL AT 2500 WEST TURNER ROAD
(APN 029-030-39, R.C.A. GLOBAL)
FROM R-C-P, RESIDENTIAL-COMMERCIAL-PROFESSIONAL
TO C-S, COMMERCIAL SHOPPING

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By Order Of The Lodi City Council:

Alice M. Reimche
City Clerk

Dated: February 1, 1989

Approved as to form:

Bobby W. McNatt
City Attorney

PH/4
TXTA.020

TOWNE RANCH

P.O. Box 667 Lodi, Ca 95241

Mr. James Schroeder
Community Development Director
Lodi, Ca 95240

Dear Jim,

Our family would be willing to work out with the City of Lodi and Mr. Marc Siegel an agreement, acceptable to all, to provide a sidewalk and/or other improvements across our easterly border on Lower Sacramento Road to provide access to a new shopping center for the residents of Park West.

I hope that this may provide an answer for some of the objections that I heard at the last hearing.

Yours Truly,

Bruce Towne

CC Terry Piazza
323 W. Elm
Lodi, Ca 95240

CC Marc Siegel

1112 Junewood Drive
Lodi, California 95242
(209) 333-1313

Dear Members of the City Council:

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Please reconsider. I live on the north side of town near Turner Road. I am tired of having *to* drive across town to shop for groceries that are reasonably priced. Sometimes we feel as if we are in a part *of* town which is slowly beginning to die. I realize there are vacancies in centers on this side of town, but they are for small shops. We would love *to* have a large grocery store locate on this side of town.

Since the portion of Turner Road which would be involved has just been redone, I fail to see how traffic problems would occur. It might even help alleviate some of the problems on Lodi Avenue and Kettleman Lane.

We also might need to be concerned about having major store chains see Lodi as having an unfavorable business climate.

Thank you for you: time and consideration.

Sincerely,

Laurie Urias

Laurie Urias
1112 Junewood Drive
Livable, loveable, Lodi

ORDINANCE NO. 1450

AN ORDINANCE OF THE LODI CITY COUNCIL
AMENDING THE OFFICIAL DISTRICT MAP OF THE CITY OF LODI
AND THEREBY REZONING THE PARCEL LOCATED AT 2500 WEST TURNER ROAD (APN
029-030-39, R.C.A. GLOBAL) FROM R-C-P,
RESIDENTIAL-COMMERCIAL-PROFESSIONAL TO C-S, COMMERCIAL SHOPPING

BE IT ORDAINED BY THE LODI CITY COUNCIL AS FOLLOWS:

SECTION 1. The Official District Map of the City of Lodi adopted by Title 17 of the Lodi Municipal Code is hereby amended by rezoning the parcel located at at 2500 West Turner Road (APN 029-030-39, R.C.A. Global) from R-C-P, Residential-Commercial-Professional to C-S, Commercial Shopping.

The alterations, changes, and amendments of said Official District Map of the City of Lodi herein set forth have been approved by the City Planning Commission and by the City Council of this City after public hearings held in conformance with provisions of Title 17 of the Lodi Municipal Code and the laws of the State of California applicable thereto.

SECTION 2. All ordinances and parts of ordinances in conflict herewith are repealed insofar as such conflict may exist.

SECTION 3. This ordinance shall be published one time in the "Lodi News Sentinel", a daily newspaper of genera? circulation printed and published in the City of Lodi and shall be in force and take effect thirty days from and after its passage and approval.

Approved this day of

JAMES W. PIMKERTON, JR.
Mayor

Attest:

ALICE M. REIMCHE
City Clerk

State of California,
County of San Joaquin, ss.

I, Alice M. Reimche, City Clerk of the City of Lodi, do hereby certify that Ordinance No. was introduced at a regular meeting of the City Council of the City of Lodi held and was thereafter passed, adopted and ordered to print at a regular meeting of said Council held by the following vote:

Ayes: Council Members -

Noes: Council Members -

Absent: Council Members -

Abstain: Council Members -

I further certify that Ordinance No. was approved and signed by the Mayor on the date of its passage and the same has been published pursuant to law.

ALICE M. REIMCHE
City Clerk

Approved as to Form

BOBBY W. McNATT
City Atterney

ORD1450/TXTA.01V

Feb. 27, 1989

Lodi City Council,

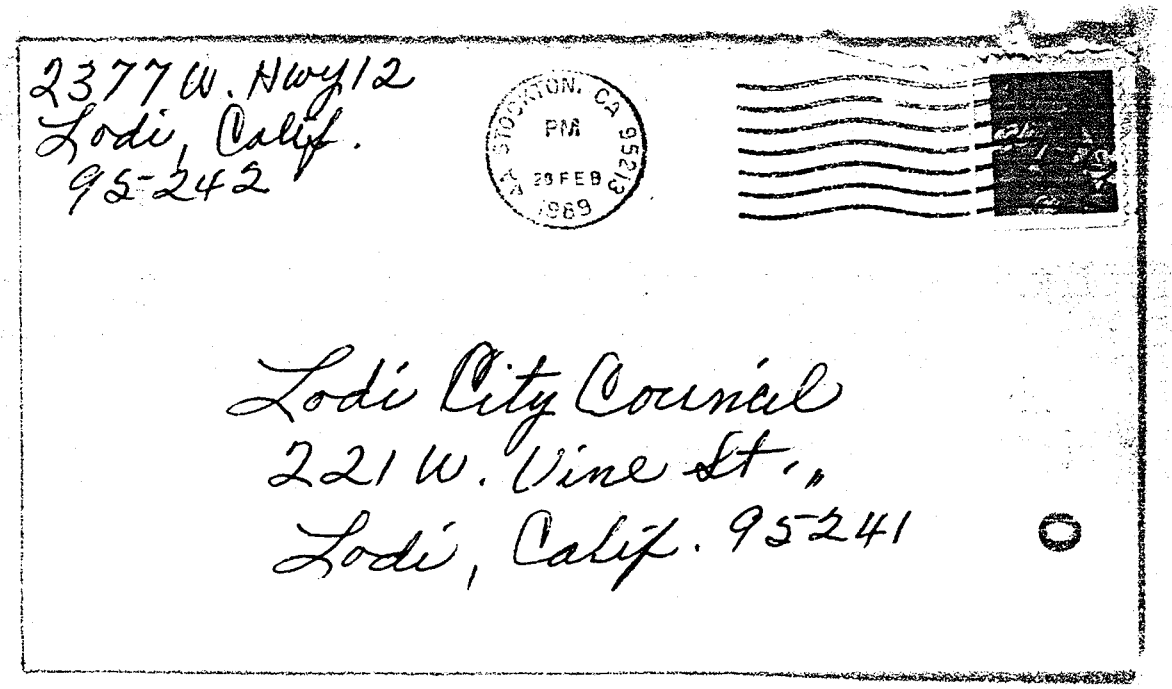
I wish to express my desire to retain our local Safeway store in Lodi.

I have lived in Lodi & shopped at our Safeway Store since 1940.

I don't see loosing all our old established businesses to other Cities, and, too, our local residents need the jobs.

A Customer,

Edna Chandler



2377 W. Hwy 12
Lodi, Calif.
95-242

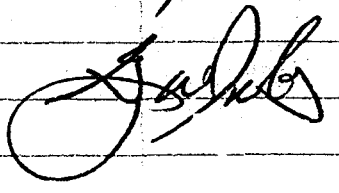
STOCKTON, CA
PM
28 FEB
1989
95213

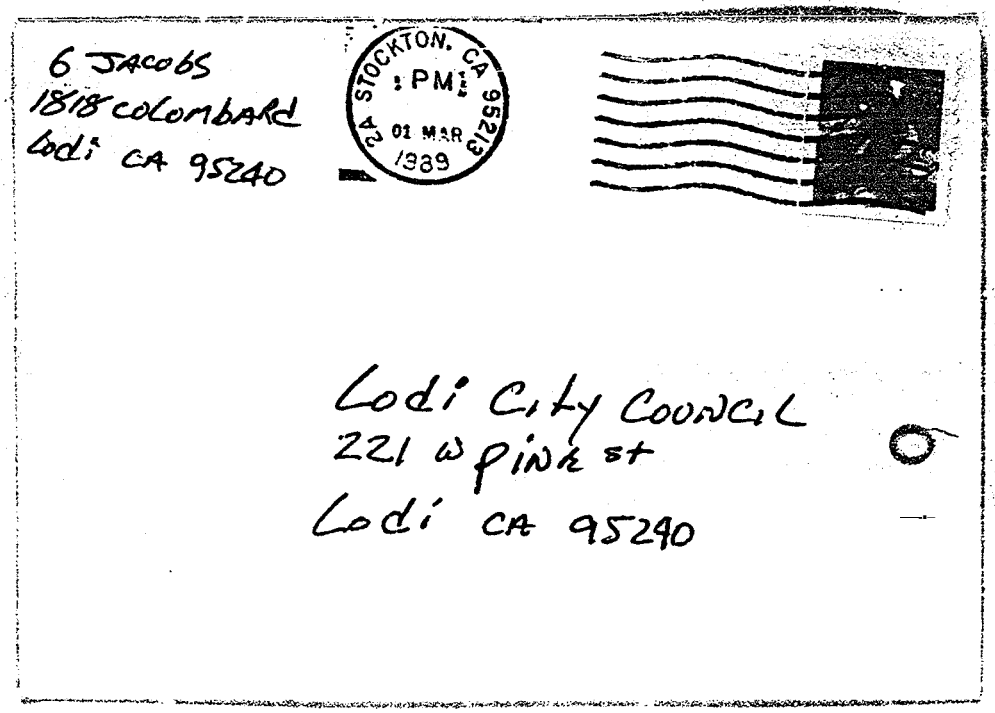
Lodi City Council
221 W. Vine St.,
Lodi, Calif. 95241

DEAR City Council

I Think you Should Seriously Consider the Rezoning for the New SAFEWAY Store. this Change Would Be Of Great Benefit to Lodi, Creating New JOBS & Keeping Revenues in the ARea.

SINCERLY





6 JACOBS
1818 COLOMBARD
LODI CA 95240

STOCKTON, CA
2 PM
01 MAR
1989
95213

LODI CITY COUNCIL
221 W PINE ST
LODI CA 95240

CITY OF LODI

CITY HALL, 221 WEST PINE STREET
CALL BOX 3006
LODI, CALIFORNIA 95241-1910
(209) 334-5634
TELECOPIER · (209) 333-6795

March 3, 1989

Mr. Marc Siegel
c/o First Fidelity Realty Group, Inc.
1555 River Park Drive, Suite 206
Sacramento, CA 95815

Dear Mr. Siegel:

This letter will confirm action taken by the Lodi City Council whereby, following public hearings regarding the matters, the City Council by a 3 to 1 vote denied

a) the Planning Commission's recommended approval of the request of Marc Siegel, c/o First Fidelity Realty Group, to amend the Land Use Element of the Lodi General Plan by redesignating the parcel at 2500 West Turner Road (APN 029-030-39, R.C.A. Global) from Office-Institutional to Commercial.

b) the Planning Commission's recommended approval of the request of Marc Siegel, c/o First Fidelity Realty Group, to rezone the parcel at 2500 West Turner Road (APN 029,030-39, R.C.A. Global) from R-C-P, Residential-Commercial-Professional to C-S, Commercial Shopping.

c) the Planning Commission's recommendation to certify the filing of a Negative Declaration by the community Development Director on the above listed projects as adequate environmental documentation.

Should you have any questions regarding this matter, please do not hesitate to call this office.

Very truly yours,

Alice M Reimche

Alice M. Reimche
iity Clerk

AMR:jj

cc: Mr. Steve Herum
Attorney-at-Law

Lodi, Ca.

Lodi City Council.

I cannot attend the meeting Mar 1. 1989.

Would like to express our feelings regarding the Safeway Market. We have dealt with them for many years. Would miss her very much if they were to leave.

Have talked with many people. that all feel the same way.

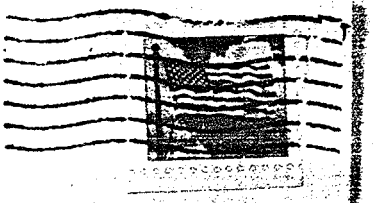
Hope the decision is favorable.

Sincerely

Mario & Mary Saporito.

Mr. & Mrs. Mario Saporito
1140 West Turner Road
Lodr, California 95240

STOCKTON, CA 95213
PM
28 FEB
1989



Lodi City Council
221 W. Pine St.
Lodi, Ca.
95241

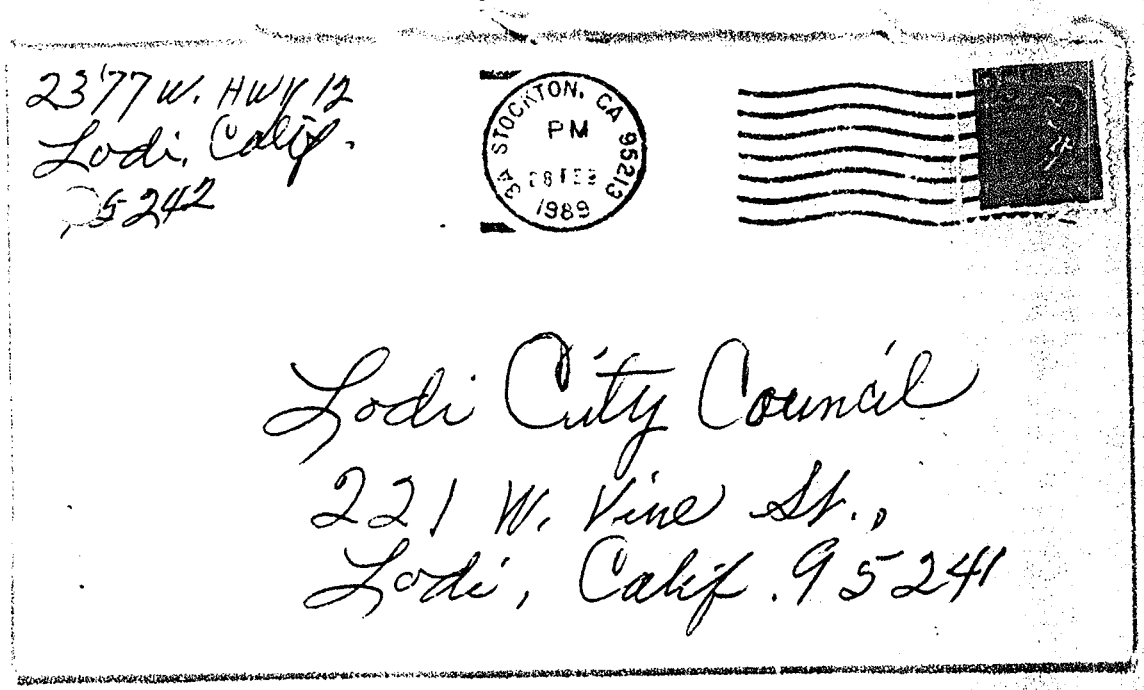
Feb. 27, 1989

Lodi City Council,

I wish to express my desire to keep our Safeway store in Lodi.

I have lived & shopped at our Safeway store since 1940. Why loose it to another City. And people here need the jobs, too.

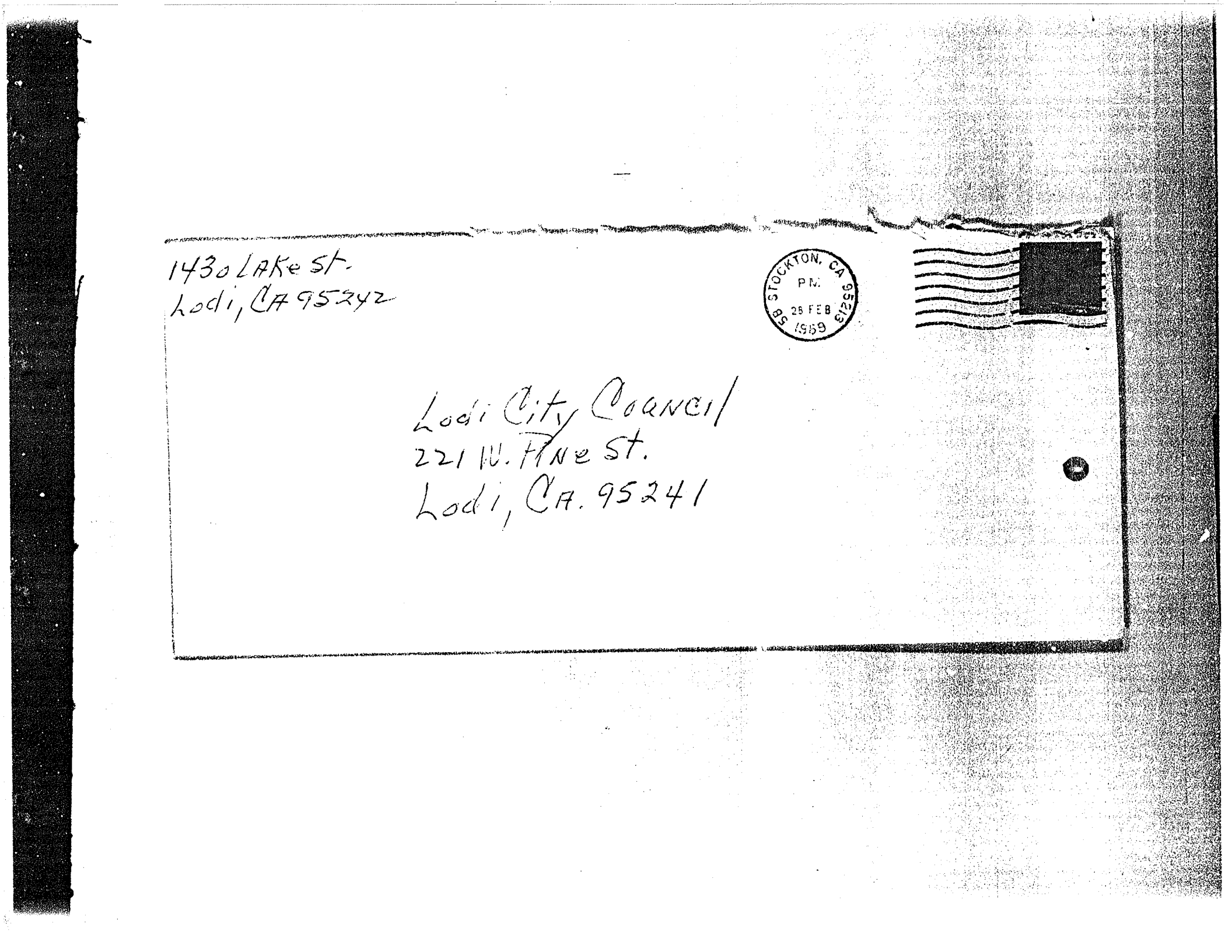
Francis Chandler


2377 W. Hwy 12
Lodi, Calif.
95242
STOCKTON, CA 95213
PM
1989
Lodi City Council
221 W. Vine St.,
Lodi, Calif. 95241

To the City Council:

Please have our Safeway store as we like to have all the grocerie's stores possible as Competition is the way to hold prices down

Thanking You
Harry & Jean Shipman
1439 Lake St.
Lodi, Ca 95242


1430 LAKE ST.
LODI, CA 95242
STOCKTON, CA
P.M.
28 FEB
1969
95213
LODI CITY COUNCIL
221 W. PINE ST.
LODI, CA. 95241

Lodi- Steve Herum's Secretary

SAFEWAY
STORES, INCORPORATED
47320 Auburn Ct., Fremont, CA (415) 656-2060

February 24, 1989

Mailing address:
Safeway Stores, Incorporated
NorCal Division-Real Estate Dept.
47400 Kato Road
Fremont, CA 94538

Mr. Marc Siegal
Senior Vice President
FIRST FIDELITY REALTY GROUP
1555 River Park Drive, Suite 206
Sacramento, CA 95815

RE: PROPOSED SAFEWAY STORE #1244
WINEPRESS SHOPPING CENTER
NWC WEST TURNER RD. & LOWER
SACRAMENTO RD.,
LODI, CALIFORNIA

Dear Marc;

This confirms Safeway's commitment to the fully executed lease between us for a new supermarket in your proposed Winepress Shopping Center. In our analysis of the potential for a new site in Lodi, I had a discussion with a Lodi City Planner. It was stated at that time by him, that there were only 433 vacant lots within the City of Lodi. That included all types of vacant property within the city. None of them were individually large enough or in combination commercially zoned to accommodate a new Safeway. Therefore, we made a decision to negotiate for your proposed shopping center. We understood that your property was within the city limits and zoned for office commercial. It is only logical that a change in zoning from office to retail commercial is better planning than to rezone from agricultural or residential. We sincerely hope that the City of Lodi will agree with this analysis,

As you know, we would like you to commence construction of the shopping center as soon as possible. We are committed to your development. We are not considering any other site, You advise there are rumors that Safewey is negotiating for another site in town and, Let me reassure you, that that is not the case, We understand that Lincoln Property Company has a potential site in another area of Lodi, and that they are seeking anchor tenants. Although we are aware of the property, we have not negotiated to be included as an anchor tenant.

Sincerely,

SAFEWAY STORES, INCORPORATED

Laurie A. Benner
Area Real Estate Manager

LAB:v

cc: Gary Oswald
D. C. Kallenberg
Joe Zichichi

LINCOLN PROPERTY COMPANY

[redacted]

February 28, 1989

Ms. Laurie Benner
Real Estate Manager
SAFEWAY STORES
47400 Kato Road
Fremont, CA 94538

RE: 18 ACRE PROPERTY - LOWER SACRAMENTO ROAD AND KETTLEMAN LANE IN LODI, CALIFORNIA

Dear Ms. Benner:

Lincoln Property Company has not and is not presently negotiating with Safeway Stores; for tha location of Safeway Stores on Lincoln Property Company's Lodi project. It is Lincoln's understanding that Safeway Stores has a fully executed lease with another developer for a project on lower Sacramento Road and Turner Road.

At the present time, Lincoln Property Company is negotiating with a number of different anchor tenants fox location in the proposed shopping center.

If you have any questions regarding the above, please do not hesitate to call.

Sincerely,

Darryl Browman
Director, Retail Division

TOWNE RANCH

P.O. Box 667 Lodi, Ca 95241

RECEIVED
FEB 9 1988

Mr. James Schroeder
Community Development Director
Lodi, Ca **95240**

Dear Jim,

Our family would be willing to work out with the City of Lodi and Mr. Marc Siegel an agreement, acceptable to all, to provide a sidewalk and/or other inprovements across our easterly border on Lower Sacramento Road to provide access to a new shopping center for the residents of Park West.

I hope that this may provide an answer for some of the objections that I heard at the last hearing.

Yours Truly,

Bruce Towne

Bruce Towne

CC Terry Piazza
323 W. Elm
Lodi, Ca 95240

CC Marc Siegel

H

RECAP OF LETTERS RECEIVED BY CITY CLERK'S OFFICE
REGARDING PROPOSED PROJECT AT 2500 WEST TURNER ROAD

Total of 36 letters received

17 letters received supporting Safeway Stores in Lodi

13 letters received concerning the closing of the east-side Safeway Store

4 letters in support of the proposed project

2 letters opposed to the proposed project

RECAP OF LETTERS RECEIVED BY CITY CLERK'S OFFICE
REGARDING PROPOSED PROJECT AT 2500 WEST TURNER ROAD

Total of 36 letters received

17 letters received supporting Safeway Stores in Lodi

13 letters received concerning the closing of the east-side Safeway Store

4 letters in support of the proposed project

2 letters opposed to the proposed project

Balance of Petitions filed in basement

TO THE LODI CITY COUNCIL

WE, THE UNDERSIGN, ARE OPPOSED TO AMENDING THE LAND USE ELEMENT OF THE GENERAL PLAN BY REDESIGNATING THE PARCEL AT 2500 WEST TURNER ROAD (APN 029-030-39 R.C.A. GLOBAL) FROM OFFICE-INSTITUTIONAL TO COMMERCIAL BECAUSE:

1. THE ADVERSE TRAFFIC CONQESTION IT WILL CAUSE IN THE AREA.
2. THE STIMULATION IT WILL CAUSE ON PRIME FARM LAND IN THE AREA.
3. THE ADVERSE EFFECT IT WILL CAUSE ON THE OTHER BUSINESSES THAT ARE ALREADY IN THE AREA.
4. THERE ARE TOO MANY COMMERICAL VACANCIES TO ZONE MORE.

NAME	ADDRESS	DATE
97 Ken Harris	19277 Benedict Rd Woodbridge	2/21/89
98 [illegible]	2224 W. Vine	2/21/89
99 Carol Thorne	511 W Sargent Lodi	2-23-89
100 Sandra Wenchel	16 Evelyn Ct Lodi	2-23-89
101 Margie Yacopetti	105 S. Rose Lodi	2-23-89
102 Cindy A Lawce	18805 N. DeVries Lodi	2-23-89
103 [illegible] G. Mettler	15905 N. Locust Tree Rd Lodi	2/24/89
104 Henry B Lucas	19690 N. Hwy 99 Sp 95 Acampo	2-24-89
105 [illegible]	5089 E Woodbridge rd Acampo	2-26-89
106 Bill Tanah	681 Taylor Rd.	2-26-89
107 Kelly C McCabe	18615 N. Lower Sac Rd Woodbridge	2-26-89
108 Martin + JoAnn [illegible]	1542 Amber Leaf way, Lodi, Ca.	2-26-89
109 Ron [illegible]	1924 Sonoma Ave. Stockton CA	2-27-89
110 Harry B [illegible]	2323 W Turner Rd	2-27-89
111 Chiyo Shimamoto	174 E Woodbridge Rd	2-27-89
112 Janette K. Walls	P.O Box 7 Woodbridge	2-27-89
113 Melissa Walls	P.O. Box 7 Woodbridge	2-27-89
114 [illegible]	2312 Eilers Ln. Lodi	2-27-89
115 Jonelle Clark	4505 West Lane Stockton	2-27-89
116 P.C. Bolron	1132 So Orange ave Lodi	2-28-89
117 Steve Cavelli	301 N. Lwr Sacramento	2/28/89
118 Donna Reynolds	P.O. Box 735 Woodbridge Ca	2-28-89
119 Don Schwartz	2908 Rosewood Dr Lodi	2-28-89
120 Maryanne Brunton	P.O. Box 502 Woodbridge	2-28-89

5

Balance of petition filed in basement.

SAVE OUR SAFEWAY

SAVE OUR SAFEWAY. WE WANT THE CITY COUNCIL TO VOTE FOR A ZONING CHANGE AT THE SOUTHWEST CORNER OF TURNER AND SACRAMENTO ROADS FOR A SAFEWAY SHOPPING CENTER.

WE DON'T WANT LODI TO LOSE ITS SAFEWAY

	SIGNATURE	PRINT NAME	ADDRESS	ZIP CODE
1	Merry Belyea	Merry Belyea	808 Pioneer Drive #115	95240
2	Marilyn Dwyer	MARILYN DWYER	1818 Colette	95242
3	Joan Walker	JOAN WALKER	108 Verdugo Dr	95240
4	Grace F. Reynolds	Grace F. Reynolds	2220 W. Vine St.	95242
5	Blanca Rodriguez	Blanca Rodriguez	217 Creekside Way	Galt 95632

SIGNATURE OF CIRCULATOR

2-17-89
DATE

Balance of Petitions filed in basement

FIRST FIDELITY REALTY TEL No.927-9659 FEB.27,89 16:27 P.01

RECEIVED
DATE: 3/1/89
ALICE M. REIMCHE
CITY CLERK
CITY OF LODI

Lodi - Steve Pennms Secretary

SAFEWAY
STORES, INCORPORATED
47320 Auburn Ct., Fremont, CA (415) 498-2060

Mailing address:
Safeway Stores, Incorporated
NorCal Division-Real Estate Dept.
47400 Kato Road

February [illegible] 1989

Mr. Marc Siegal
Senior Vice President
FIRST FIDELITY REALTY GROUP
1555 River Park Drive, Suite 206
Sacramento, CA 95815

RE: PROPOSED SAFEWAY STORE #1244
WINEPRESS SHOPPING CENTER
NPC WEST TURNER RD. & LOWER
SACRAMENTO RD.
LODI, CALIFORNIA

Dear Marc:

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As you know, we would like you to commence construction of the shopping center as soon as possible. We are committed to your development. We are not considering any other site.. You advise there are rumors that Safeway is negotiating for another site in town and, let me reassure you, that that is not the case. We understand that Lincoln Property Company has a potential site in another area of Lodi, and that they are seeking anchor tenants. Although we are aware of the property, we have not negotiated to be included as an anchor tenant.

Sincerely,

SAFEWAY STORES, INCORPORATED

Laurie A. Benner

Laurie A. Benner
Area Real Estate Manager

LAB:v

cc: Gary Oswald
D. C. Kallenberg
Joe Zichichi

LINCOLN PROPERTY COMPANY

[redacted]

February 28, 1989

Ms. Laurie Benner
Real Estate Manager
SAFEWAY STORES
47400 Kato Road
Fremont, CA 94538

RE: 18 ACRE PROPERTY - LOWER SACRAMENTO ROAD AND KETTLEMAN LANE IN LODI, CALIFORNIA

Dear Ms. Benner:

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Sincerely,

Darryl Browman
Director, Retail Division

TOWNE RANCH

P.O. Box 667 Lodi, Ca 95241

Mr. James Schroeder
Community Development Director
Lodi, Ca 95240

Dear Jim,

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I hope that this may provide an answer for some of the objections that I heard at the last hearing.

Yours Truly,

Bruce Towne

Bruce Towne

CC Terry Piazza
323 W. Elm
Lodi, Ca 95240

CC Marc Siegel

FIRST FIDELITY REALTY TEL NO.927-5659 Feb.27,89 16:27 P.01

Lodi - Secretary

SAFEWAY STORES, INCORPORATED
4732 ... Fremont, CA (415) 458-2050

February 24, 1989

Mailing address: Safeway Stores, Incorporated, NorCal Division Real Estate, 47400 Kato Road, Fremont, CA 94538

Mr. Marc Siegal
Senior Vice President
FXRST FIDELITY REALTY GROUP
1555 River Pork Drive, Suite 206
Sacramento, CA 95815

RE: PROPOSED SAFEWAY STORE 81244
WINEPRESS SHOPPING CENTER
NWC WEST TURNER RD. & LOWER
SACRAMENTO RD.
LODI, CALIFORNIA

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Sincerely,

SAFEWAY STORES, INCORPORATED

Laurie A. Benner

Laurie A. Benner
Area Real Estate Manager

LAB:v

cc: Gary Oswald
D. C. Kallenberg
Joe Zichichi

LINCOLN PROPERTY COMPANY

[redacted]

February 26, 1989

Ms. Laurie Benner
Real Estate Manager
SAFEWAY STORES
47400 Kato Road
Fremont, CA 94538

RE: 18 ACHE PROPERTY - LOWER SACRAMENTO ROAD AND KETTLEMAN LANE IN LODI, CALIFORNIA

Dear Ms. Benner:

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If you have any questions regarding the above, please do not hesitate to call.

Sincerely,

Darryl Browman
Director, Retail Division

TOWNE RANCH

P.O. Box 667 Lodi, Ca 95241

RECEIVED
FEB 09 1988

Mr. James Schroeder
Community-Development Director
Lodi, Ca 95240

Dear Jim,

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I hope that this may provide an answer for some of the objections that I heard at the last hearing.

Yours Truly,

Bruce Towne

Bruce Towne

CC Terry Piazza
323 W. Elm
Lodi, Ca 95240

CC Marc Siegel

NOTICE. OF PUBLIC HEARING

NOTICE OF PUBLIC HEARING BY THE CITY COUNCIL OF THE CITY OF LODI TO CONSIDER THE OPTIONS ASSESSMENT REPORT, GENERAL PLAN UPDATE

NOTICE IS HEREBY GIVEN that on Wednesday, March 15, 1989 at the hour of 7:30 pm., or as soon thereafter as the matter may be heard, the Lodi City Council will conduct a public hearing in the Council Chambers of the Lodi City Council at 221 West Pine Street, Lodi, California, to consider the Options Assessment Report, General Plan Update, as prepared by Jones and Stokes Associates and J. Laurence Mintier and Associates.

Information regarding this item may be obtained in the office of the Community Development Director at 221 West Pine Street, Lodi, California. All interested persons are invited to present their views and comments on this matter. Written statements may be filed with the City Clerk at any time prior to the hearing scheduled herein and oral statements may be made at said hearing.

If you challenge the subject matter in court you may be limited to raising only those issues you or someone else raised at the Public Hearing described in this notice or in written correspondence delivered to the City Clerk, 221 West Pine Street, Lodi, California, at or prior to,. the Public Hearing.'

By Order Of the Lodi City Counc 1:

Alice M. Reimche
City Clerk

Dated: March 1, 1989

Approved as to form:

Bobby W. McNatt
City Attorney

PH/7
TXTA.02D

3/1 7/4

CITY OF LODI

CITY HALL, 221 WEST PINE STREET
CALL BOX 3006
LODI, CALIFORNIA 95241-1910
(203) 334-5634
TELECOPIER (209) 333-6795

THOMAS A. PETERSON
City Manager

ALICE M. REIMCHE
City Clerk

BOB McNATT
City Attorney

March 16, 1989

Mr. Dante J. Nomellini
Chairman, Advisory Water Commission
County of San Joaquin
Department of Public Works
P. O. Box 1810
Stockton, CA 95201

Dear Mr. Nomellini:

This is to advise you that at its regular meeting of March 1, 1989 the City Council of the City of Lodi took action to nominate the following persons for consideration for appointment to the Advisory Water Commission of the San Joaquin County Flood Control and Water Conservation Cistrict:

James W. Pinkerton, Jr., Mayor

Evelyn M. Olson, Councilmember

Please don't hesitzte to contact me should you have any questions. The City of Lodi appreciates the opportunity to participate.

Sincerely,

Thos. A. Peterson

Thomas A. Peterson
City Manager

TAP:br

COUNC524

NOTICE OF PUBLIC HEARING TO CONSIDER
THE PLANNING COMMISSION'S RECOMMENDATION TO CERTIFY
THE FILING OF A NEGATIVE DECLARATION
BY THE COMMUNITY DEVELOPMENT DIRECTOR AS
ADEQUATE ENVIRONMENTAL DOCUMENTATION

NOTICE IS HEREBY GIVEN that on Wednesday, April 5, 1989, at the hour of 7:30 p.m., or as soon thereafter as the matter may be heard, the Lodi City Council will conduct a public hearing to consider the Planning Commission's recommendation to certify the filing of a negative declaration by the Community Development Director as adequate environmental documentation on the following projects:

1. Recommended that the Land Use Element of the Lodi General Plan be amended by redesignating the sguth 127.7 feet of Parcels 1 and 2 as shown on tentative parcel map 89 P 001 from Residential-Low Density to Office Institutional and the north 335 feet + (Southwest corner of West Vine Street and Interlaken Drive) of Parcel 3 of the same map from Office-Institutional to Residential-Low Density (i.e. 2414 West Vine Street - APN 027-040-40 and 1000 South Lower Sacramento Road - APN 027-040-49).

2. Recommended that the south 127.7 feet of Parcels 1 and 2 as shown on Tentative Parcel Map 89 P 001 be rezoned from P-D (25) Planned Development District No. 25 to R-C-P, Residential- Commercial-Professional and to rezone the north 335 feet + of Parcel 3 as shown on the same map from R-C-P, Residential-Commercial-Professional to P-D (25) Planned Development District No. 25 conforming to Residential Single-Family (i.e. 2414 blest Vine Street - APN 027-040-40 and 1000 South Lower Sacramento Road - APN 027-040-49).

Information regarding this item may be obtained in the office of the Community Development Director at 221 West Pine Street. Lodi, California. All interested persons are invited to present their views and comments on this matter. Written statements may be filed with the City Clerk at any time prior to the hearing scheduled herein and oral statements may be made at said hearing.

If you challenge the subject matter in court you may be limited to raising only those issues you or someone else raised at the public hearing described in this notice or in written correspondence delivered to the City Clerk, 221 West Pine Street, Lodi, at or prior to, the public hearing.

By Order Of The Lodi City Council:

Alice M. Reimche
City Clerk

Dated: March 1, 1989

Approved as to form:

Bobby W. McNatt
City Attorney

PH/11
TXTA.02D

NOTICE OF PUBLIC HEARING

TO CONSIDER THE PLANNING COKMISSION'S RECOMMENDATION THAT THE SOUTH 127.7 FEET OF PARCELS 1 AND 2 AS SHOWN ON TENTATIVE PARCEL MAP 89 P 001 BE REZONED FROM P-D (25) PLANNED DEVELOPMENT DISTRICT NO. 25 TO R-C-P, RESIDENTIAL-COMMERCIAL-PROFESSIONAL AND TO REZONE THE NORTH 335 FEET + OF PARCEL 3 AS SHOWN ON THE SME MAP FROM R-C-P, RESIDENTIAL-COMMERCIAL-PROFESSIONAL TO P-D (25) PLANNED DEVELOPMENT DISTRICT NO. 25 CONFORMING TO RESIDENTIAL SINGLE-FAMILY (I.E. 2414 WEST VINE STREET - APN 027-040-40 AND 1000 SOUTH LOWER SACRAMENTO ROAD - APN 027-040-49)

NOTICE IS HEREBY GIVEN that on Wednesday, April 5, 1989 at the hour of 7:30 p.m., or as soon thereafter as the matter may be heard, the Lodi City Council will conduct a public hearing to consider the Planning Commission's recommendation that the south 127.7 feet of Parceis 1 and 2 as shown on Tentative Parcel Map 89 P 001 be rezoned from P-D (25) Planned Development District No. 25 to R-C-P, Residential - Commercial-Professional and to rezone the north 335 feet ± of Parcel 3 as shown on the same map from R-C-P, Residential-Commercial-Professional to P-D (25) Planned Development District No. 25 conforming to Residential Single-Family (i.e. 2414 West Vine Street - APN 027-040-40 and 1000 South Lower Sacramento Road - APN 027-040-49).

Information regarding this item may be obtained in the office of the Community Development Director at 221 West Pine Street, Lodi, California. All interested. persons are invited to present their views and comments on this matter. Written statements may be filed with the City Clerk at any time prior to the hearing scheduled herein and oral statements may be made at said hearing.

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By Order Of the Lodi City Council:

Alice M. Reimche
City Clerk

Dated: March 1, 1989

Approved as to form:

Bobby W. McNatt
City Attorney

PH/9
TXTA.02D

NOTICE GF PUBLIC HEARING

TO CONSIDER THE PLANNING COMMISSION'S RECOMMENDATION THAT THE LAND USE ELEMENT OF THE LODI GENERAL PLAN BE AMENDED BY REDESIGNATING THE SOUTH 127.7 FEET OF PARCELS 1 AND 2 AS SHOWN ON TENTATIVE PARCEL MAP 89 P 001 FROM RESIDENTIAL - LOW DENSITY TO OFFICE INSTITUTIONAL AND THE NORTH 335 FEET +(SOUTHWEST CORNER OF WEST VINE STREET AND INTERLAKEN DRIVE) OF PARCEL 3 OF THE SAME MAP FROM OFFICE-INSTITUTIONAL TO RESIDENTIAL-LOW DENSITY (I.E. 2414 WEST VINE STREET - APN 027-040-40 AND 1000 SOUTH LOWER SACRAMENTO ROAD - APN 027-040-49)

NOTICE IS HEREBY GIVEN that on Wednesday, April 5, 1989 at the hour of 7:30 p.m., or as soon thereafter as the matter may be heard, the Lodi City Council will conduct a public hearing to consider the Planning Commission's, recommendation that the Land Use Element of the Lodi General Plan be amended by redesignating the south 127.7 feet of Parcels 1 and 2 as shown on tentative parcel nap 89 P 001 from Residential-Low Density to Office Institutional and the north 335 feet + (Southwest corner of West Vine Street and Interlaken Drive) of Parcel 3 of the same map from Office-Institutional to Residential-Low Density (i.e. 2414 West Vine Street - APN 027-040-40 and 1000 South Lower Sacramento Road - APN 027-040-49).

Information regarding this item may be obtained in the office of the Community Development Director at 221 West Pine Street, Lodi, California. All interested persons are invited to present their views and comments on this matter. Written statements may be filed with the City Clerk at any time prior to the hearing scheduled herein and oral statements may be made at said hearing.

If you challenge the subject matter in court you may be limited to raising only those issues you or someone else raised at the Public Hearing described in this notice or in written correspondence delivered to the City Clerk, 221 West Pine Street, todi, California, at or prior to, the Public Hearing.

By Order Of the Lodi City Council:

Alice M. Reimche
City Clerk

Dated: March 1, 1989

Approved as to form:

BW &(&(&&.---

Bobby W. McNatt
City Attorney

PH/10
TXTA.02D

COUNCIL COMMUNICATION

TO: THE CITY COUNCIL COUNCIL MEETING DATE: MARCH 1, 1989

FROM: THE CITY MANAGER'S OFFICE

SUBJECT: REQUESTS OF MARC SIEGAL FOR AN AMENDMENT TO THE LAND USE ELEMENT OF THE GENERAL PLAN, A REZONING AND ENVIRONMENTAL CERTIFICATION

INDICATED ACTION: That the City Council conduct public hearings to reconsider the following requests of Marc Siegal, c/o First Fidelity Realty Group:

1. to amend the Land Use Element of the Lodi General Plan by redesignating the parcel at 2500 West Turner Road (APN 029-030-39, R.C.A. Global) from Office-Institutional to Commercial.

2. to rezone the parcel at 2500 West Turner Road (APN 029-030-39, R.C.A. Global) from R-C-P, Residential-Commercial-Professional to C-S, Commercial Shopping Center.

3. to certify the filing of a Negative Declaration by the Community Development Director as adequate environmental documentation on the above projects.

The public hearings may be conducted concurrently, but the items must be acted on separateiy.

BACKGROUND INFORMATION: At the January 18, 1989 City Council meeting the Council denied the General Plan Amendment and Rezoning by a 2 to 2 vote with Councilman Snider abstaining because of a conflict of interest. The Council failed to certify the Negative Declaration and Expanded Initial Study because Councilman Reid's motion died for lack of a second.

At the request of the applicant's attorney the Council voted to reconsider the above matters at this session and asked the developer present additional information which he felt was important.

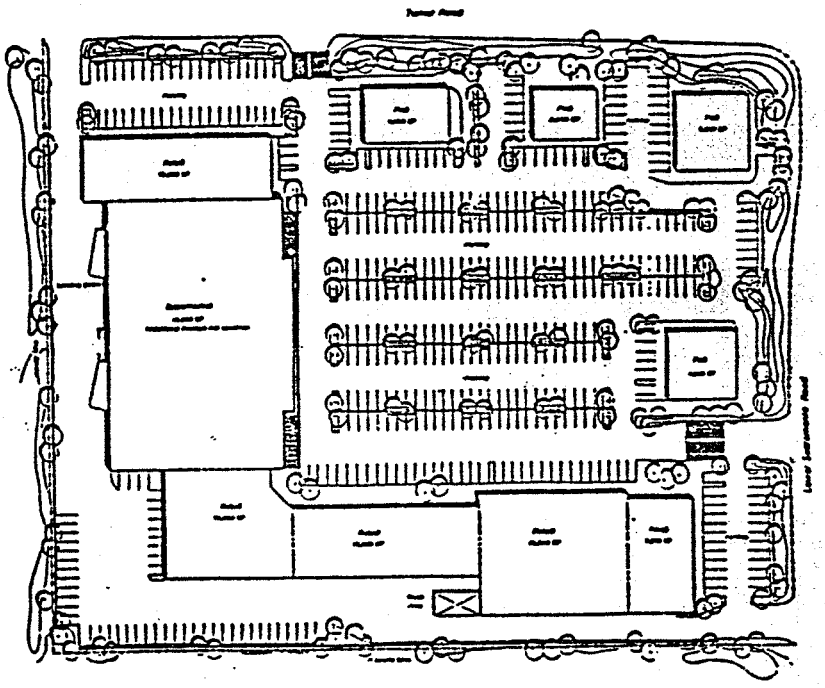
The purpose of this request is to provide the zoning so that the developer can build a 9.6 acre shopping center with 116,960 square feet of building area. At the Planning Commission public hearing the proponents indicated that the center would be anchored with a 42,000 square foot, full-service Safeway and a 19,000 square foot Thrifty Drug Store. A full service supermarket is similar to Fry's, Raley's or the newest Lucky's in the types of departments within the market.

At the Planning Commission hearing the developer offered to assist in paying for a traffic signal at the major street intersection. Presumably this same offer will be made at the Council hearing.

If the City Council approves the requests, the Public Works Department should be authorized to negotiate with the developer on the amount of sewer capacity that will be available to the center pending the completion of the White Slough expansion.

If the request is denied, the existing Safeway Store on East Lodi Avenue will still close because it cannot compete with the larger, more modern markets built around the City in the last few years. Although a sad situation for the eastside, an economic fact of life for the grocery chain.

JAMES B. SCHROEDER
Community Development Director

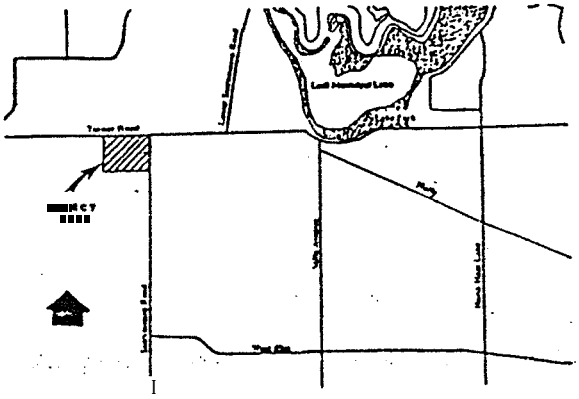


LEGEND

Total Acreage	9.61 acres
Building SF	116,940 sf
%Coverage	27.9
Parking:	
Required:	456 spaces
Shown:	476 spaces

Winepress Shopping Center
Conceptual Site Plan

VICINITY MAP



Winepress Shopping Center

Rezone & GPA

Z-88-02 12-27-88

NOTICE OF PUBLIC HEARING TO CONSIDER
THE PLANNING COMMISSION'S RECOMMENDATION TO CERTIFY
THE FILING OF A NEGATIVE DECLARATION
BY THE COMMUNITY DEVELOPMENT DIRECTOR AS
ADEQUATE ENVIRONMENTAL DOCUMENTATION

NOTICE IS HEREBY GIVEN that on Wednesday, March 1, 1989, at the hour of 7:30 p.m., or as soon thereafter as the matter may be heard, the Lodi City Council will conduct a public hearing to consider the Planning Commission's recommendation to certify the filing of a negative declaration by the Community Development Director as adequate environmental documentation on the following projects:

1. Proposed amendment of the Land Use Element of the Lodi General Plan by redesignating the parcel at 2500 West Turner Road (APN 029-030-39, R.C.A. Global) from Office-Institutional to Commercial.

2. Proposed rezoning of the parcel at 2500 West Turner Road (APN 029-030-39, R.C.A. Global) from R-C-P, Residential-Commercial-Professional to C-S, Commercial Shopping.

Information regarding this item may be obtained in the office of the Community Development Director at 221 West Pine Street, Lodi, California. All interested persons are invited to present their views and comnents on this matter. Written statements may be filed with the City Clerk at any time prior to the hearing scheduled herein and oral statements may be made at said hearing.

If you challenge the subject matter in court you may be limited to raising only those issues you or someone else raised at the public hearing described in this notice or in written correspondence delivered to the City Clerk, 221 west Pine Street, Lodi, at or prior to, the public hearing.

By Order Of The Lodi City Council:

Alice M. Reimche
City Clerk

Dated: February 1, 1989

Approved as to form:

Bobby W. McNatt
City Attorney

PH/6
TXTA.02D

TOWNE RANCH

P.O. Box 667 Lodi, Ca 95241

Mr. James Schroeder
Community Development Director
Lodi, Ca 95240

Dear Jim,

Our family would be willing to work out with the City of Lodi and Mr. Marc Siegel an agreement, acceptable to all, to provide a sidewalk and/or other inprovements across our easterly border on Lower Sacramento Road to provide access to a new shopping center for the residents of Park West.

I hope that this may provide an answer for some of the objections that I heard at the last hearing.

Yours Truly,

Bruce Towne

Bruce Towne

CC Terry Piazza
323 W. Elm
Lodi, Ca 95240

CC Marc Siegel

1112 Junewood Drive
Lodi, California 95242
(209) 333-1313

Dear Members of the City Council:

Recently you were approached by a deveioper who asked you to consider amending the general plan to rezone a parcel at 2500 West Turner Road (the old RCA building). You refused his request due to concerns about traffic, etc.

Please reconsider. I live on the north side of town near Turner Road. I am tired of having to drive across town to shop for groceries that'are reasonably priced. Sometimes we feel as if we are in a part of town which is slowly beginning to die. I realize there are vacancies in centers on this side of town, but they are for small shops. We would love to have a large grocery store lccate on this side of town.

Since the portion of Turner Road which would be involved has just been redone, I fail to see how traffic problems wouid occur. It might even help alleviate some of the problems on Lodi Avenue and Kettieman Lane.

We also might need to be concerned about having major store chains see *Lodi* as having an unfavorable business climate.

Thank you for your time and consideration.

Sincerely,

Laurie Urias

Laurie Urias
1112 Junewood Drive
Livable, ioveabie, Lodi

City Clerk

I-a

RKH

Civil and Transportation Engineering

RKH

Civil and Transportation Engineering

TRAFFIC IMPACT STUDY

WINEPRESS CENTER
LODI, CALIFORNIA

February 27, 1989

Prepared for -

First Fidelity Realty Group
1555 River Park Drive
Suite 213
Sacramento, CA 95815

978 DESOTO LANE FOSTER CITY. CA 94404 (415) 572-0978

TABLE OF CONTENTS

SECTION		PAGE
	PREFACE	ii
I.	SETTING	1
11.	PROJECT DESCRIPTION	6
III.	PROJECT TRAFFIC GENERATION	6
IV.	PROJECT TRAFFIC IMPACTS	10
V.	ALTERNATIVE PROJECT - OFFICE BUILDING	18
VI.	ALTERNATIVE PROJECT TRAFFIC IMPACTS	18
VIII.	MITIGATION MEASURES	27

APPENDICES

A. OFFICE BUILDING TRAFFIC GENERATION

B. LEVEL OF SERVICE CALCULATION WORKSHEETS

C. SIGNAL WARRANTS WORKSHEETS

D. TRANSPORTATION TERMINOLOGY DEFINITIONS

PREFACE

In October of 1988 TJKM Transportation Consultants, Fair Oaks, prepared a traffic impact report on the proposed Winepress Center. That traffic study was included in the environmental impact report for the project prepared by EIP Associates, Sacramento.

This report acknowledges and uses the traffic data developed by TJKM for the existing, existing with Chestnut St. bridge and cumulative PM peak hour conditions. Analysis methodologies used in this report are similar to those used by TJKM, but the findings vary slightly due to assumptions made,

The report evaluates the proposed Winepress Center as well as an alternative office building on the same site and compares the impacts of the two land use alternatives.

SECTION I.

SETTING

The project site is located at the southwest corner of Turner road and Lower Sacramento Road/Woodhaven Lane in the City of Lodi. See Figure 1, Location Map, page 3. Study area streets include Turner Road, Lower Sacramento Road, Woodhaven Lane, Eilers Lane, W. Elm Street and West Lodi Avenue. Five intersections are included in the study area for which levels of service (LOS) have been determined:

Eilers Lane & Woodhaven Lane
Turner Road & Lower Sacramento Road
Turner Road & Lower Sacramento Road/Woodhaven Lane
Lower Sacramento Road & W. Elm Street
Lower Sacramento Road & W. Lodi Ave./Sargent Road

The existing PM peak hour traffic volumes on the study area streets and at the study area intersections are shown in Figure 2, page 4. These volumes reflect the current circulation system. Chestnut Street in the unincorporated Woodbridge area is to be connected to Woodhaven Lane providing a direct connection between Woodbridge Road and Turner Road. The bridge needed for the connection is virtually complete and the roadway work should be completed within the next few months. Figure 3, page 5, shows the PM peak hour volumes after the Chestnut-Woodhaven link has been made.

LOS calculations for the five study area intersections have been made and the worksheets are included as Appendix B. Intersections controlled by STOP signs have been analyzed by the methodologies presented in the 1985 Highway Capacity Manual, Chapter 10.

Signalized intersections have been analyzed by use of the "critical movement" methodology developed by Henry McInerney and Stephen Petersen as presented in the Institute of Transportation Engineers publication, Traffic Engineering, January 1971. Capacity volumes are determined using the Messer-Fambro formula C = 1800[c-nl]/c where C is the capacity of the intersection in vehicles per hour per lane, c is the cycle length in seconds, n is the number of critical phases and 1 is the lost time per critical phase (taken at 4.0 sec.). Cycle length is based on the work by Roger Roess, Polytechnic Institute of New York, for the critical movement technique of analyzing signalized intersections. Levels of Service are defined in Appendix D, Transportation Terminology Definitions. The LOS for the five intersections for the existing and existing with Chestnut St. bridge included are shown in Table A on the following page.

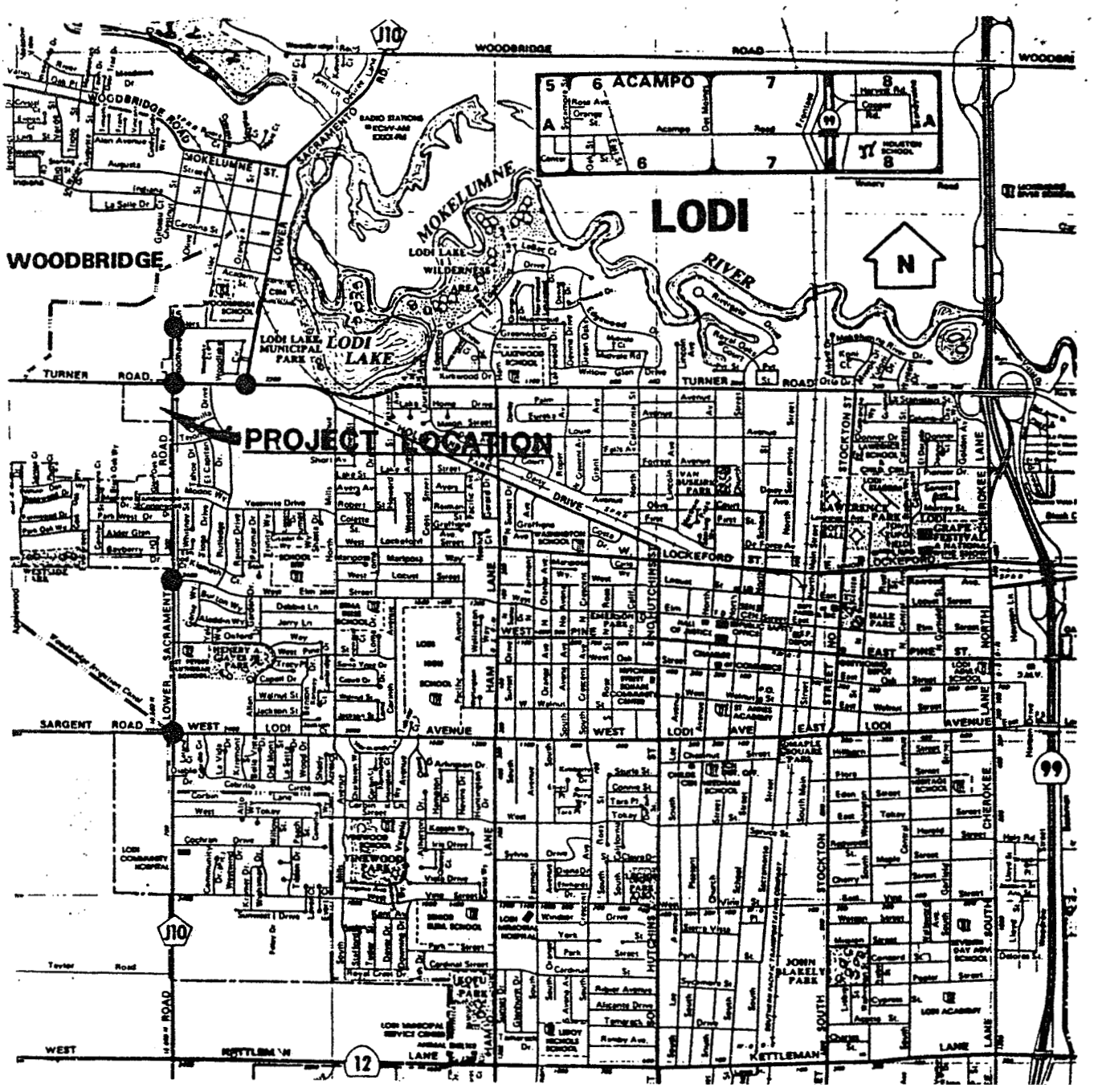
TABLE A: LEVELS OF SERVICE
EXISTING PM PEAK HOUR

Intersection	W/O Bridge V/C	W/O Bridge LOS	W/ Bridge V/C	W/ Bridge LOS
Signalized Intersections				
Turner Road & Lower Sacramento	0.52	A	0.48	A
4-Way STOP Intersections				
Turner Road & Lower Sacramento/ Woodhaven	0.37	A	0.40	A
Lower Sacramento & W. Lodi/Sargent	0.60	A/B	0.60	A
2-Way STOP Intersections	R/C	LOS	R/C	LOS
Woodhaven Lane & Eilers Lane				
southbound left	not analyzed		941	A
westbound Eilers			506	h
Lower Sacramento & W. Elm St.				
southbound left	586	A	586	A
westbound Elm	159	D	159	D

V/C = Volume-to-Capacity Ratio. See Appendix D.
R/C = Reserve Capacity. See Appendix D.

Comparison of project added and cumulative conditions are compared to the existing conditions with the Chestnut-Woodhaven connection in place because by the time the project is built and occupied, this street link will have been opened to through traffic. As can be seen, the intersections are operating at good levels of service with little or no congestion or delay. The Chestnut-Woodhaven connection will minimally effect the LOS of the affected intersections.

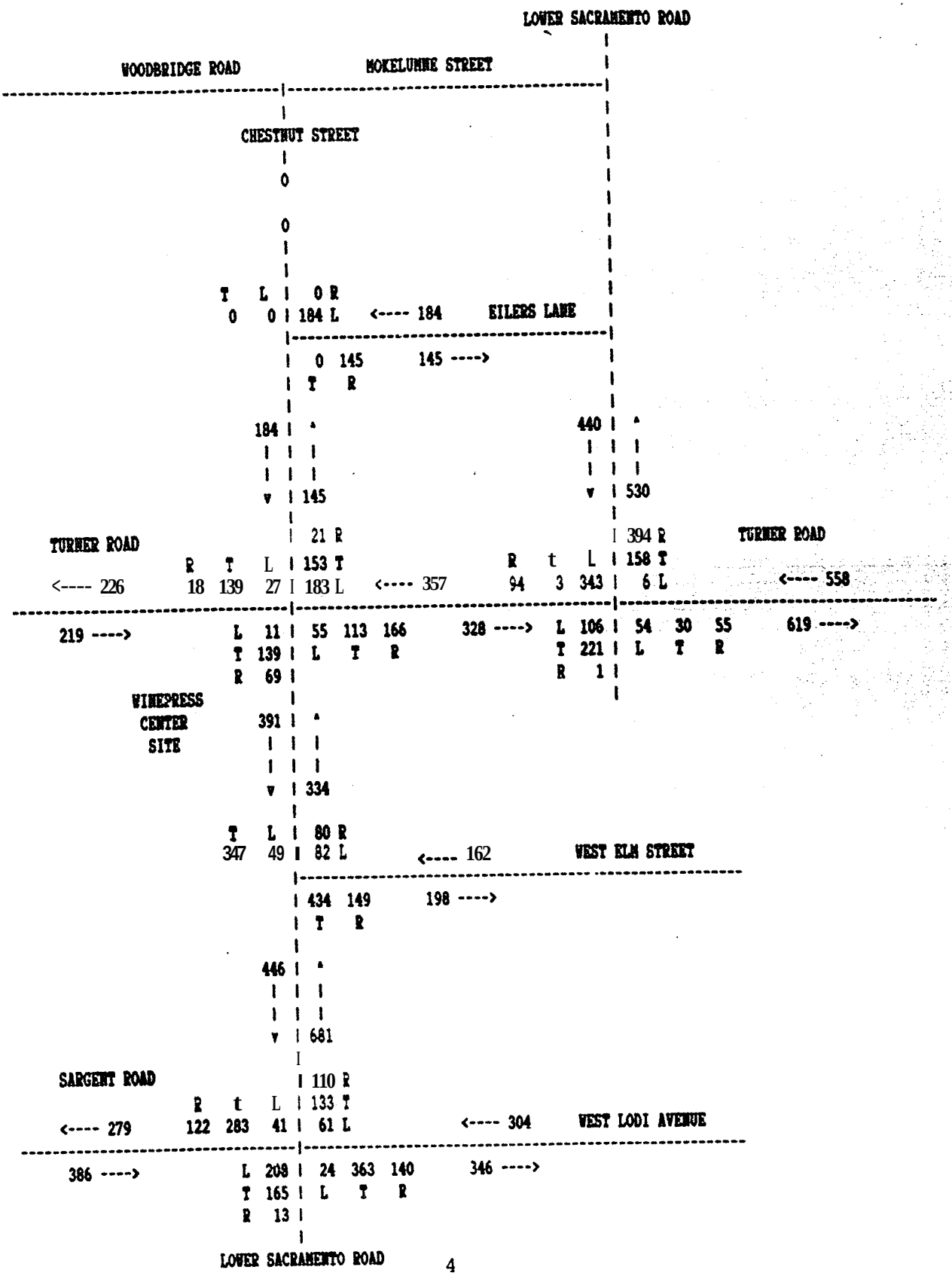
RKH



● INTERSECTION STUDIED

MAP COURTESY LODI CHAMBER OF COMMERCE

LOCATION MAP
FPGURE 1



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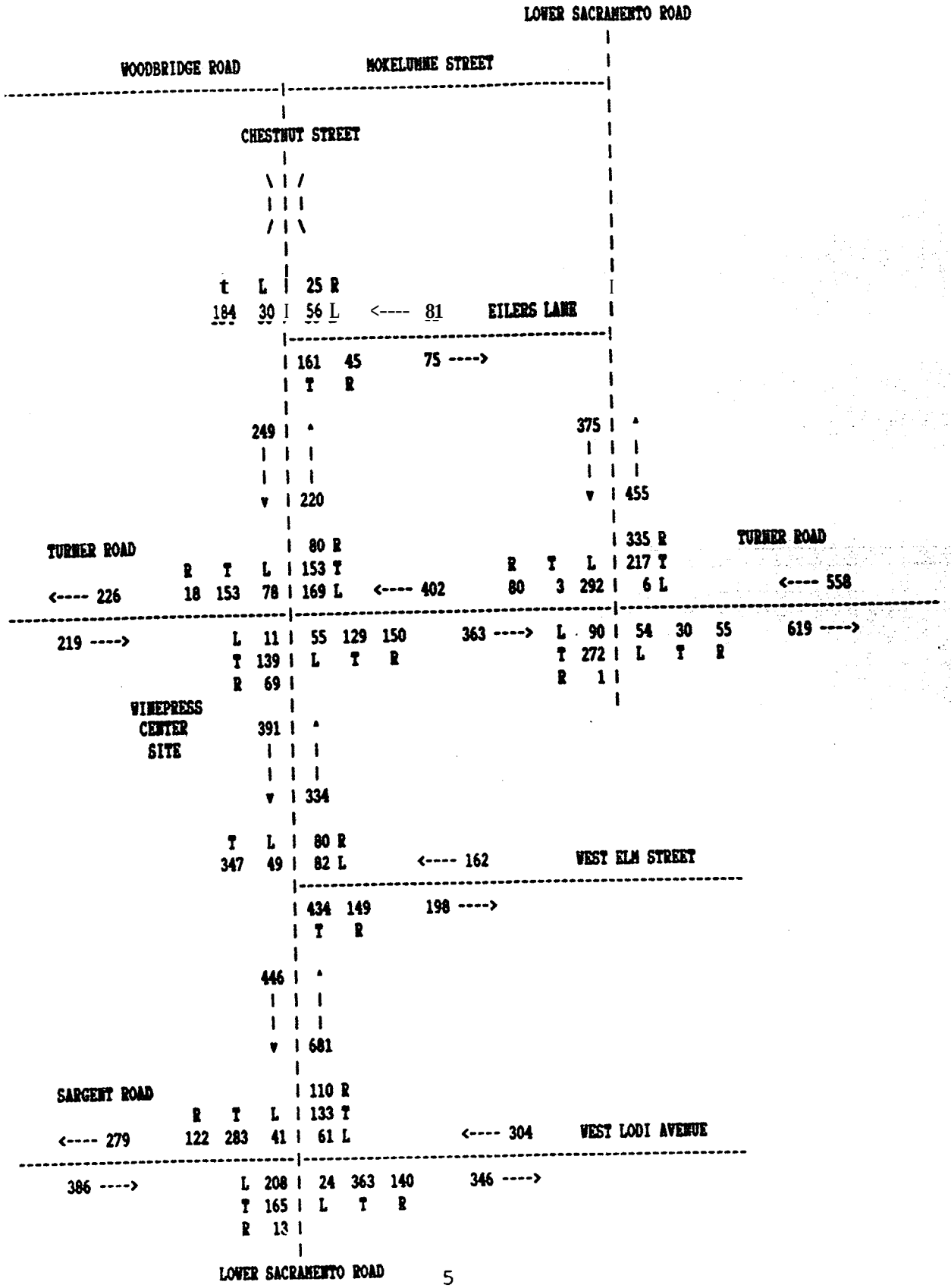
EXISTING PM PEAK HOUR TRAFFIC VOLUMES WITHOUT CHESTNUT STREET BRIDGE
FIGURE 2



LOWER SACRAMENTO ROAD

EXISTING PM PEAK HOUR TRAFFIC VOLUMES WITH CHESTNUT STREET BRIDGE

FIGURE 3

SECTION 11.

PROJECT DESCRIPTION

The Winepress Center is planned to be a 114,555 square foot neighborhood shopping center containing a 45,800 square foot supermarket, 42,580 square feet of retail/drug store use an2 26,175 square feet of restaurant use. Access to the site will be via three driveways on Turner Road and three driveways on Lower Sacramento Road. [Scheme "D", Musil Perkowitz Ruth, Inc., architects, 7/26/88]

SECTION 111.

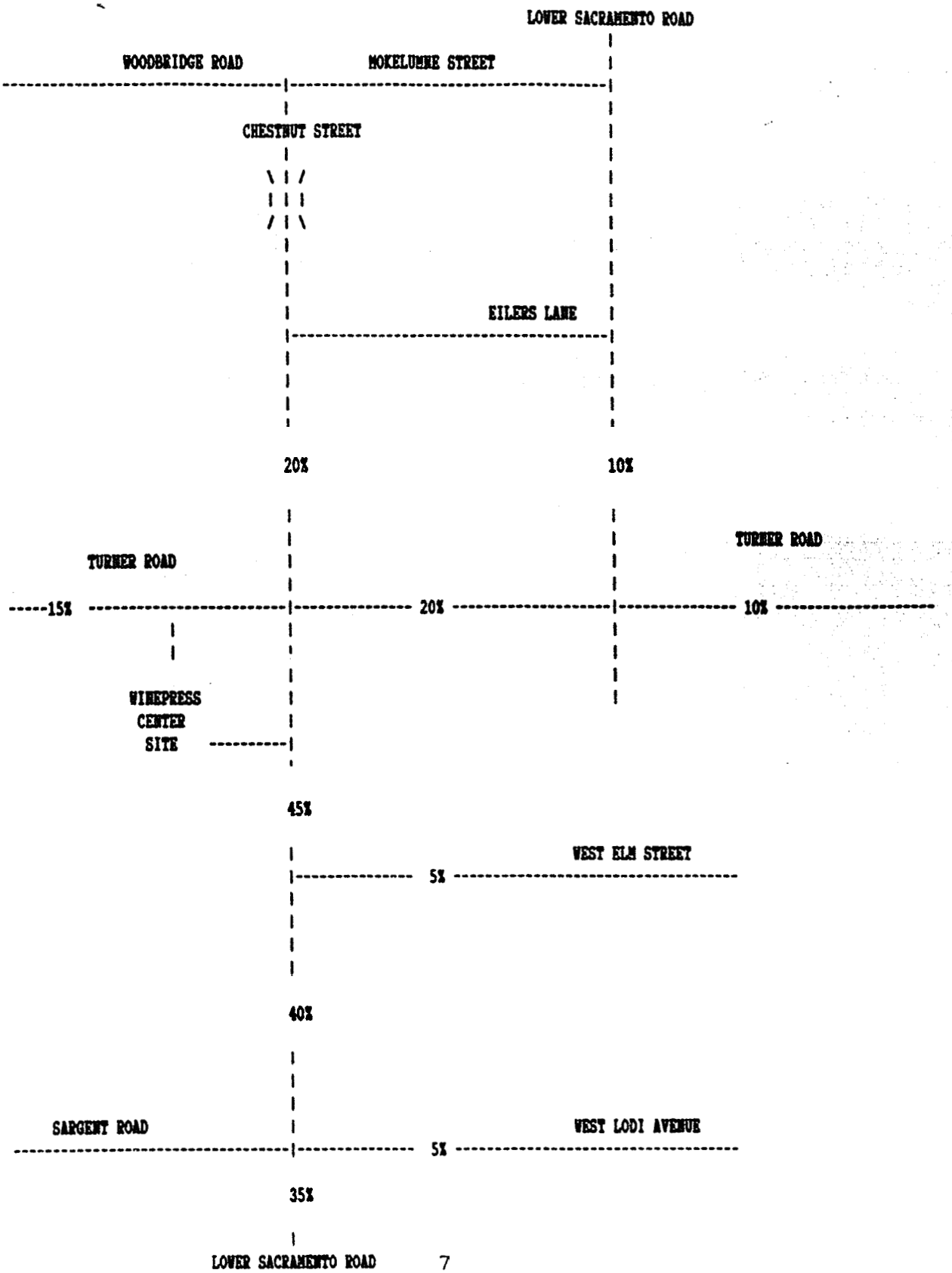
PROJECT TRAFFIC GENERATION

Using the data developed by TJKM in its October 1988 report, the Winepress Center can be projected to generate about 8000 driveway vehicle trips a day. However, such retail centers attract a good portion of their traffic from existing traffic. The Institute of Transportation Engineers in its 1987 publication, "Trip Generation, 4th Edition, estimates that shopping centers of the size proposed will attract over 40% of its daily driveway trips from existing passing traffic.

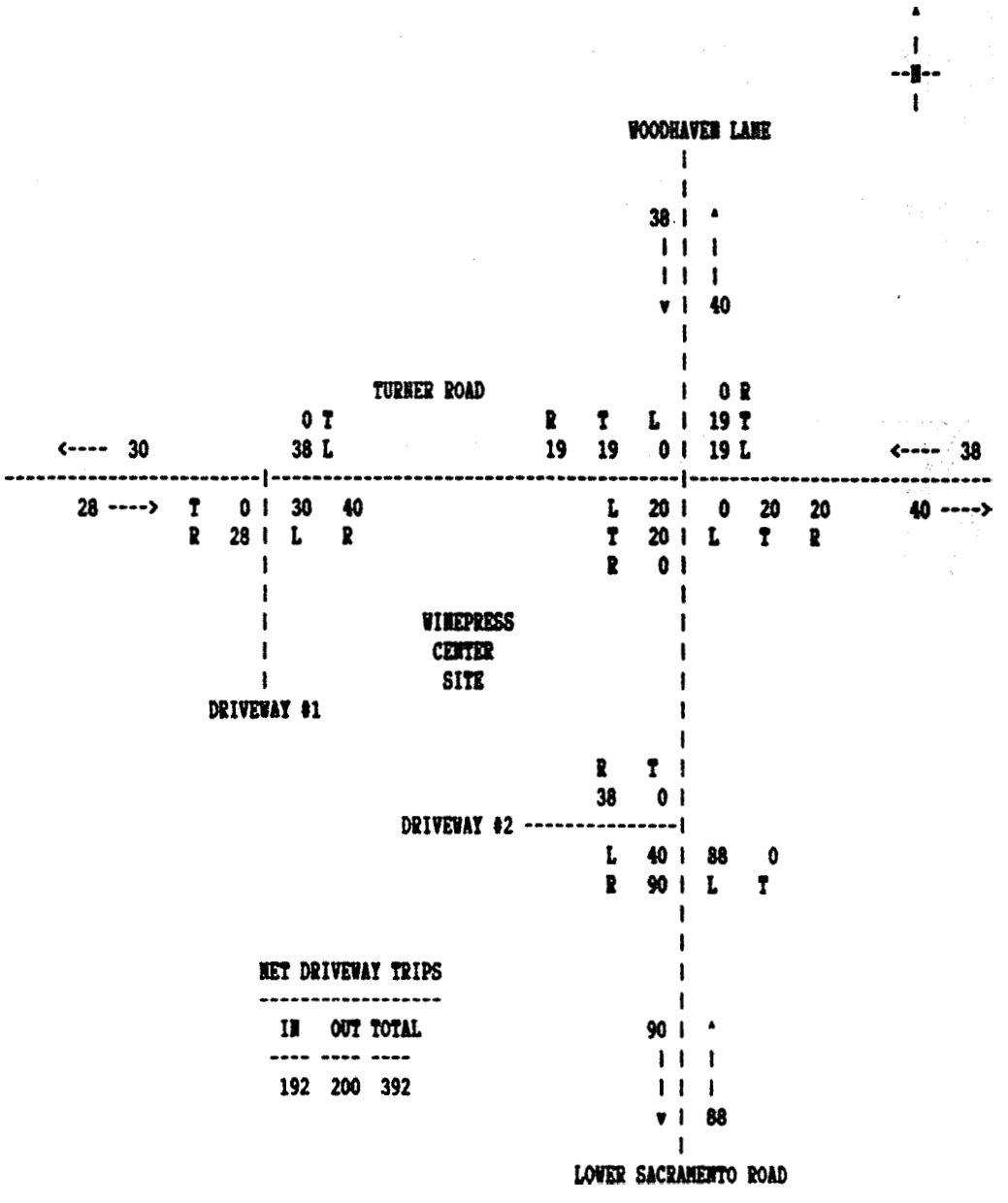
For purposes of this study only the net new vehicle trips will be considered for impact analysis purposes. Using ITE's "Trip Generation" the project is projected to generate nearly 400 new vehicle trips during the PM peak hour of the day, almost evenly divided between incoming and outgoing movements.

How these net new trips are distributed on the surrounding street system is primarily a function of the "service area" of the shopping center. The service area is determined by driving time, location of competing centers and customer distribution. The assumed distribution of new vehicle trips to the shopping center is shown in Figure 4, page 7, and is based on the TJKM report. Net new driveway traffic volumes, based on the distributions shown in Figure 4, are shown in Figure 5, page 8. For ease of presentation, the three driveways on each of the abutting streets have been consolidated intc one driveway on each street.

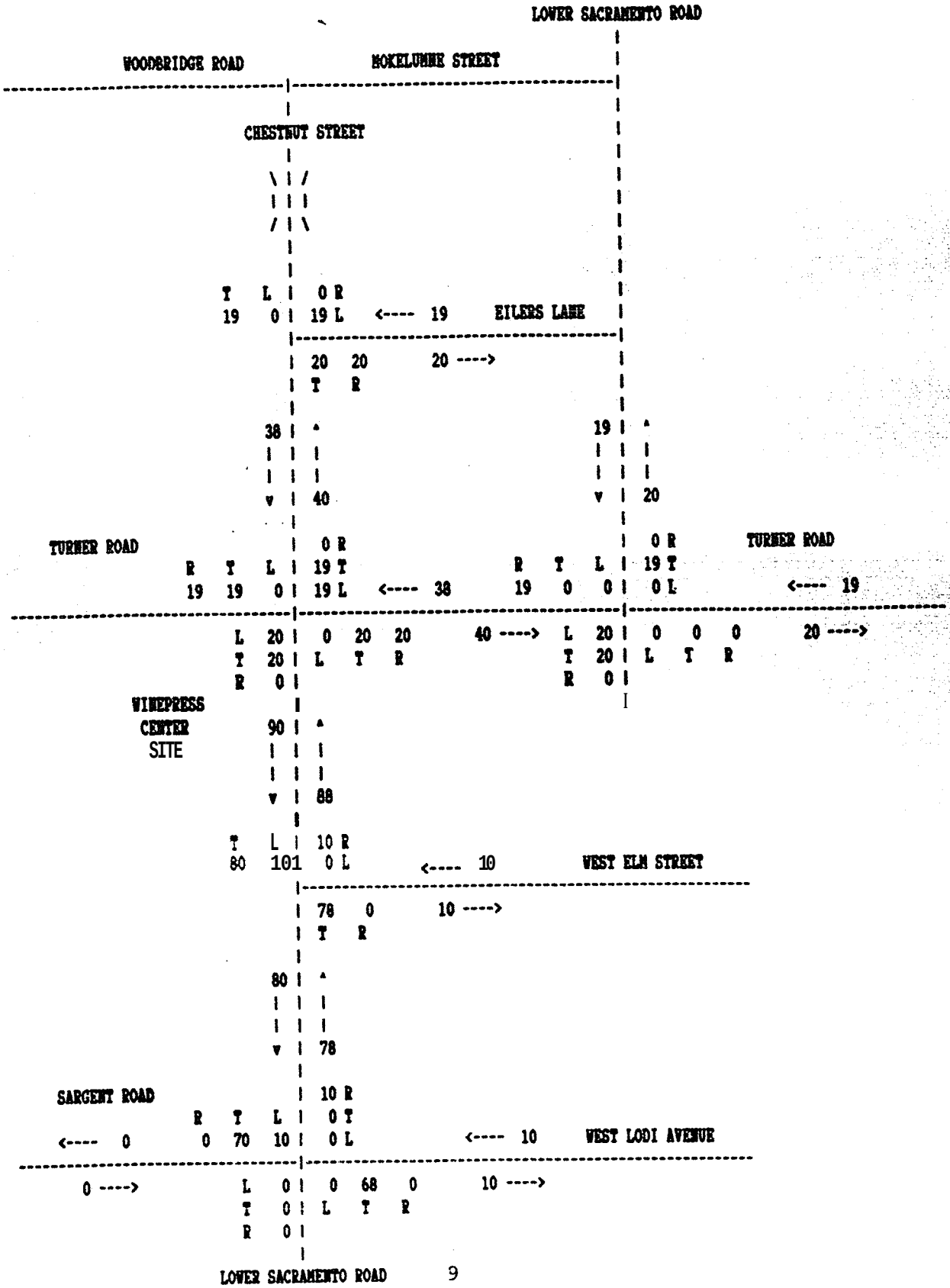
Figure 6, page 9, shows the project's net vehicle trips through each of the five study area intersections during the PM peak hour.



SHOPPING CENTER VEHICLE TRIP DISTRIBUTION/ASSIGNMENT
FIGURE 4



NET PROJECT ONLY PM PEAK HOUR DRIVEWAY VOLUMES
FIGURE 5



NET PROJECT ONLY PM PEAK HOUR TRAFFIC VOLUMES
FIGURE 6

SECTION IV.

PROJECT TRAFFIC IMPACTS

Existing Conditions

The project will add traffic to the streets and intersections within the study area. How much traffic is expected to be added is shown in Table B below.

TABLE B: PROJECT ADDED TRAFFIC
PM PEAK HOUR - EXISTING CONDITIONS

Intersection	Existing Traffic	Project Only	Percent Increase
Woodhaven Lane & Eilers Lane	501	78	16%
Turner Road & Lower Sacramento Road	1435	78	5%
Turner Road & Lower Sacramento Rd./Woodhaven	1204	156	13%
Lower Sacramento Road & W. Elm Street	1141	178	16%
Lower Sacramento Road & W, Lodi Avenue/Sargent	1663	158	10%

How these projected increases affect LOS at the intersections is shown in Table C, page 8, Existing + Project traffic volumes are shown in Figure 7, page 12.

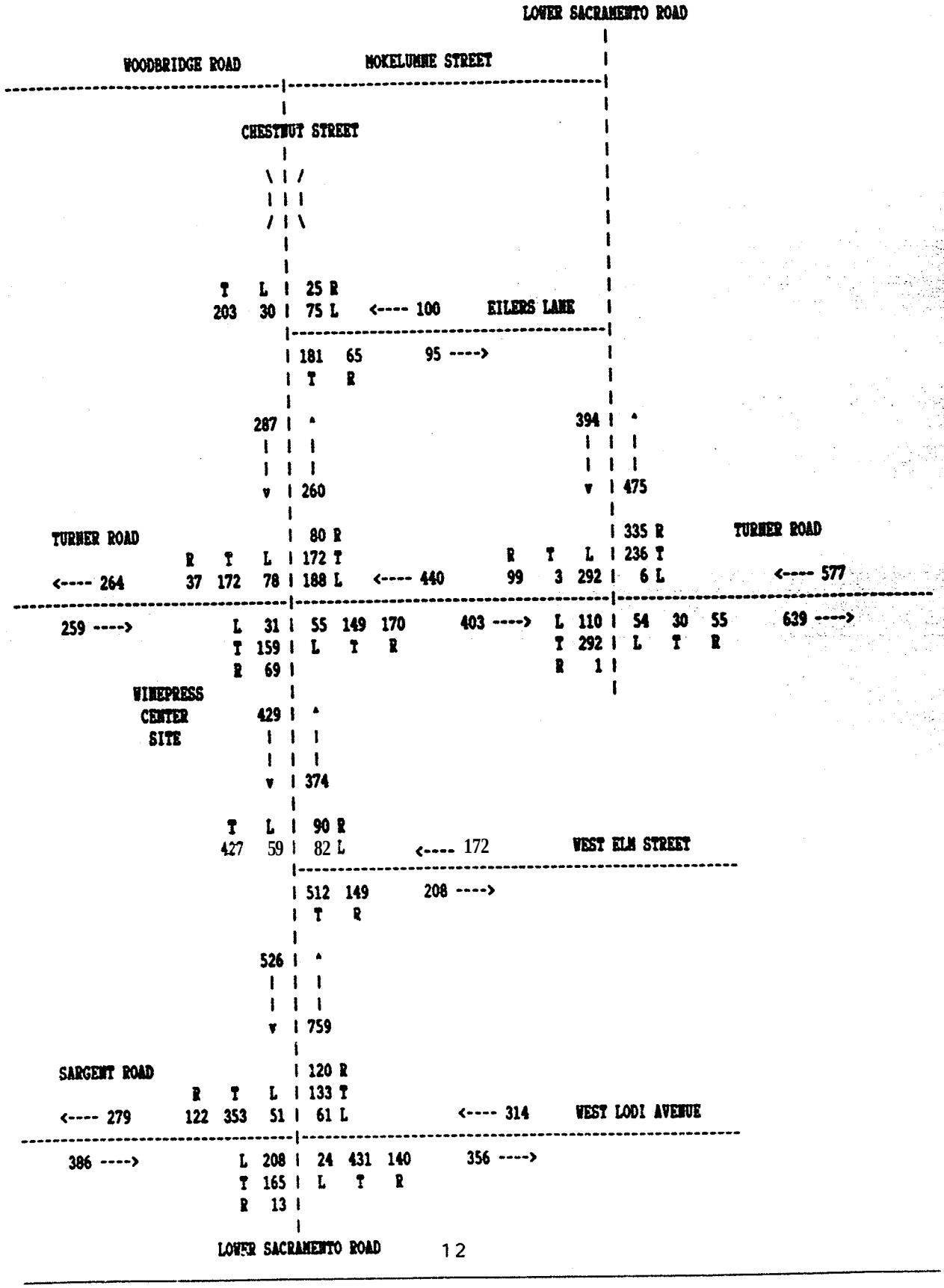
TABLE C: LEVELS OF SERVICE
PM PEAK HOUR - EXISTING CONDITIONS

Intersection	Existing V/C	Existing LOS	with Project V/C	with Project LOS
Signalized Intersections				
Turner Road & Lower Sacramento	0.48	A	0.50	A
4-Way STOP Intersections				
Turner Road & Lower Sacramento/ Woodhaven	0.40	A	0.45	A
Lower Sacramento & W. Lodi/Sargent	0.60	A/B	0.68	B
2-Way STOP Intersections	R/C	LOS	R/C	LOS
Woodhaven Lane & Eilers Lane				
southbound left	941	A	899	A
westbound Eilers	506	A	432	A
Lower Sacramento & W. Elm St.				
southbound left	586	A	522	A
westbound Elm	159	D	88	E

V/C = Volume-to-Capacity Ratio. See Appendix D.
R/C = Reserve Capacity. See Appendix D,

As can be seen in Table C, the project will have minimal effect on the intersection LOS. This is primarily due to the fact that the existing volumes are low and the LOS are high.

RKH



EXISTING + PROJECT PM PEAK HOUR TRAFFIC VOLUMES
FIGURE 7

Cumlative Conditions

The projections of cumulative traffic during the PM peak hour are taken from the October 1988 TJKM report. The cumulative traffic projections are shown in Figure 8, page 16 and in Figure 9, page 17, with the project traffic added. The relative effect the project will have on these cumulative traffic volumes is shown in Table D below,

TABLE D: PROJECT ADDED TRAFFIC
PM PEAK HOUR - CUMULATIVE CONDITIONS

Intersection	Cumulative Traffic	Project Only	Percent Increase
Woodhaven Lane & Eilers Lane	920	78	8%
Turner Road & Lower Sacramento Road	2498	78	3%
Turner Road & Lower Sacramento Rd./Woodhaven	2176	156	7%
Lower Sacramento Road & W. Elm Street	1616	178	11%
Lower Sacramento Road & W. Lodi Avenue/Sargent	2825	158	6%

As can be seen in Table D the project's portion of cumulative traffic volumes is about half of what it is in proportion to existing traffic volumes, The effects of project traffic on intersection LOS will also be proportionately less. The effects on LOS are shown in Table E on the following page.

RKH

TABLE E: LEVELS OF SERVICE
PM PEAK HOUR **WITH** EXISTING CONTROLS

Intersection	Existing V/C	LOS	With Project v/c	LOS	Cumulatite V/C	LOS	With Project V/C	LOS
Signalized Intersections								
Turner Road & Lower Sacramento	0.48	A	0.50	A	0.70	B	3.72	C
4-way STOP Intersections								
Turner **Road** & Lower Sacramento/ Woodhaven	0.40	A	0.45	A	0.73	C	0.78	C
Lower Sacramento & W. Lodi/Sargent	0.60	A/B	0.68	B	1.05	F	1.13	F
2-Way **STOP** Intersections								
	R/C	LOS	R/C	LOS	R/C	LOS	R/C	LOS
Woodhaven Lam & Eilers Lane								
southbound left	947	A	899	A	703	A	668	A
westbound Eilers	506	A	432	A	240	C	179	D
Lower Sacramento & W. Elm St.								
southbound left	586	A	522	A	447	A	392	B
westbound Elm	159	D	88	E	0	F	0	F

V/C = Volume-to-Capacity Ratio, See Appendix D.
R/C = Reserve Capacity. **See** Appendix D.

Table E points out the problems that two of the intersections will experience in the future without a higher level of control. The intersections of Lower Sacramento Road & W/ Elm St. and Lower Sacramento Road & W. Lodi **Ave.** have been programmed by the City **for** signalization, Table F, **page** 15, shows the effects of what signalizing will **do** for these twc intersections,

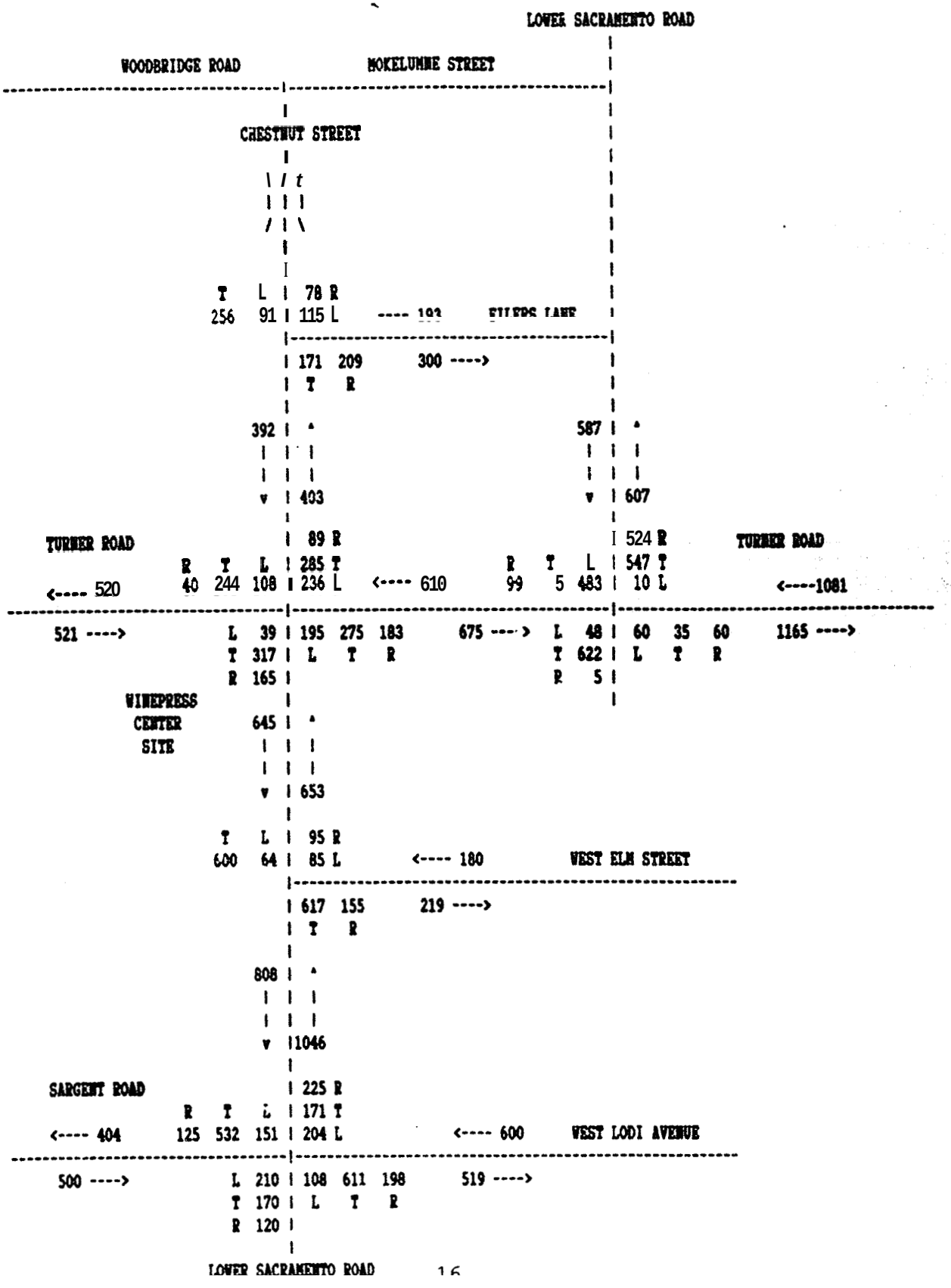
RKH

TABLE F: **LEVELS** OF **SERVICE**
PM PEAK HOUR WITH PROPOSED CONTROLS

Intersection	Existing V/C	LOS	With Project V/C	LOS	Cumulative V/C	LOS	with Project V/C	LOS
Signalized Intersections								
Turner Road & Lower Sacramento	0.48	A	0.50	A	0.70	B	0.72	C
Lower Sacramento & W. Elm St.	-----	---	-----	---	0.52	A	*0.58*	A
Lower Sacramento & W. Lodi/Sargent	-----	---	-----	---	0.74	C	0.77	C
1-Way **STOP** Intersections								
Turner **Road** & Lower Sacramento/ Woodhaven	0.40	A	0.45	A	0.73	C	0.78	C
2-Way STOP Intersections	**V/C**	**LOS**	**V/C**	**LOS**	**V/C**	**LOS**	**V/C**	**LOS**
Woodhaven Lane & Eilers Lane								
southbound left	941	A	899	A	703	A	668	A
westbound Eilers	*506*	A	432	A	240	C	179	D

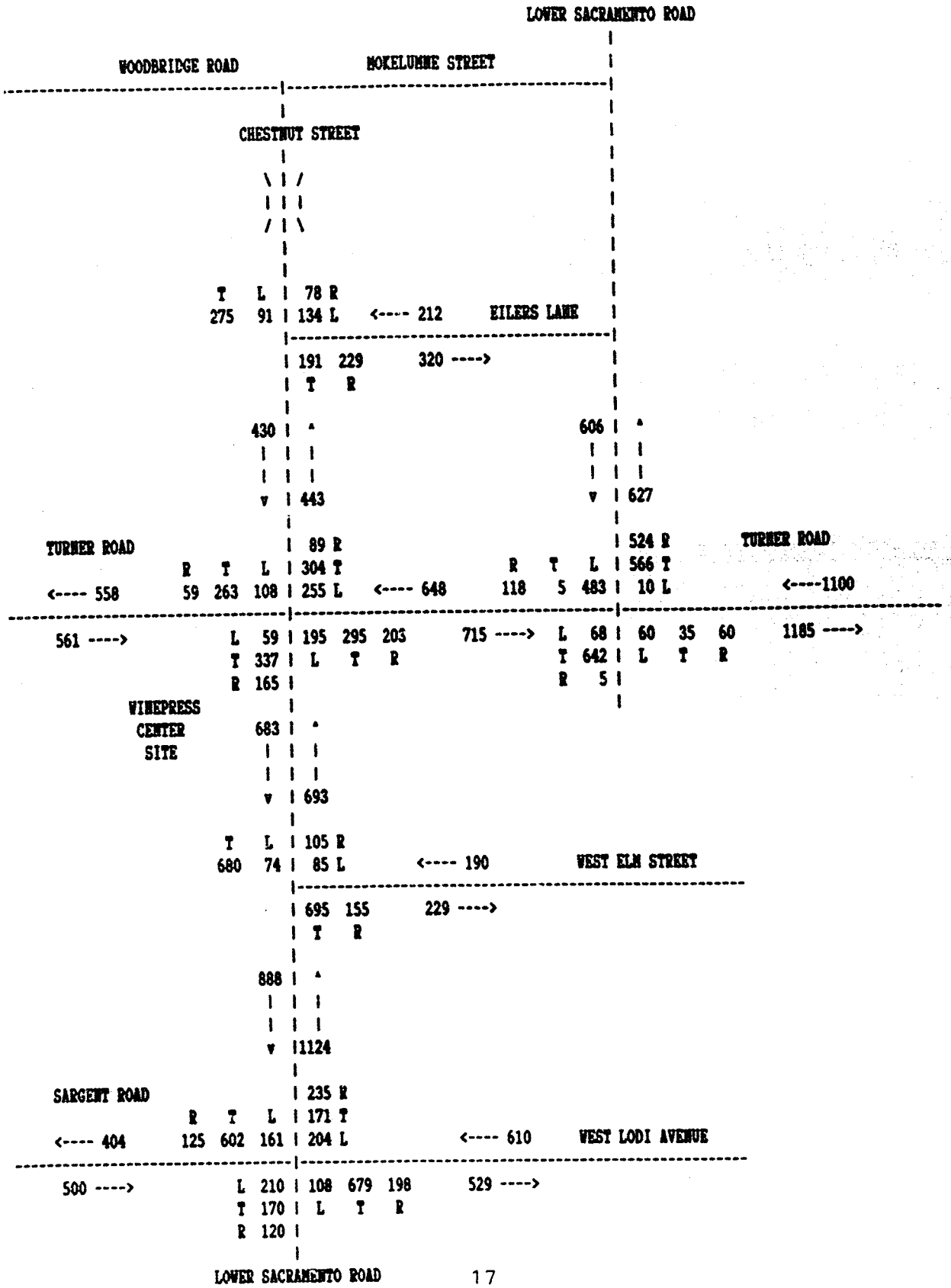
V/C = Volume-to-Capacity Ratio. See Appendix D.
R/C = Reserve Capacity. **See** Appendix D.

Cumulative conditions will precipitate the need for signalization of the two intersections. Project added traffic will have a minimal effect on intersection LOS.



LOWER SACRAMENTO ROAD

CUMULATIVE PM PEAK HOUR TRAFFIC VOLUMES
FIGURE 8



LOWER SACRAMENTO ROAD

CUMULATIVE + PROJECT PM PEAK HOUR TRAFFIC VOLUMES
FIGURE 9

SECTION V.

ALTERNATIVE PROJECT - OFFICE BUILDING

The project site could support a commercial office building with a gross floor area of 202,000 square feet. [Scheme "A," Musil Perkowitz Ruth, Inc., architects, 1/26/89] The site would contain parking spaces for 810 vehicles.

SECTION VI.

ALTERNATIVE PROJECT TRAFFIC IMPACTS

Unlike the proposed retail center, a commercial office building would generate all "new" traffic. Traffic generation for a 202,000 sq. ft. office building is shown in Appendix A. Such a building would generate an estimated 325 vehicles trips in the morning peak hour and 302 vehicle trips during the afternoon peak hour. The comparison of hourly traffic volumes for the proposed shopping center and the office building is made in Figure 10, page 21. The comparison is for "net" new trips.

When considering both peak hours of the day, the office building will generate slightly more new trips than the shopping center $625 vs. 600). However, because only the PM peak hour traffic volumes are available, this study is confined to looking at just the PM peak hour during which time the shopping center will generate about 100 new vehicle trips more than the office building.

While neighborhood shopping center trips come from a relatively close by area (travel time 5-10 minutes), commercial office buildings of the size potential that this site could accommodate would easily attract vehicle trips from as far away as the south side of Stockton (15 miles). More than half of the work trips will come from distances greater than five miles away. [Transportation Research Board, NCHRP Report #187, 1978] The distribution of peak hour work trips to and from the office building is shown in Figure 11, page 22. The distributions are based on the distribution of potential employee residences by distance and time within a 20 mile radius of the site.

PM peak hour, office traffic only driveway volumes are shown in Figure 12, page 23. The office traffic volumes through the five intersections are shown in Figure 13, page 24. Figures 14 and 15, pages 25 and 26, show the study area traffic volumes with the office traffic added to the existing and cumulative volumes.

The relative effects of the shopping center vs. the office building on intersection LOS can be seen in Table G below,

TABLE G: LEVELS OF SERVICE
EXISTING CONDITIONS - LAND USE ALTERNATIVES

Intersection	Existing V/C	Existing LOS	With Project V/C	With Project LOS	With Office V/C	With Office LOS
Signalized Intersections						
Turner Road & Lower Sacramento	0.48	A	0.50	A	0.51	A
4-Way STOP Intersections						
Turner Road & Lower Sacramento/ Woodhaven	0.40	A	0.45	A	0.44	A
Lower Sacramento & W. Lodi/Sargent	0.60	A/B	0.68	B	0.68	B
2-Way STOP Intersections						
	R/C	LCS	R/C	LOS	R/C	LOS
Woodhaven Lane & Eilers Lane						
southbound left	941	A	099	A	925	A
westbound Eilers	506	A	432	A	492	A
Lower Sacramento & W. Elm St.						
southbound left	586	A	522	A	558	A
westbound Elm	159	D	88	E	99	E

V/C = Volume-to-Capacity Ratio. See Appendix D.
R/C = Reserve Capacity. See Appendix D.

The office building has about the same relative effect as the shopping center with the exception of the Lower Sacramento & W. Elm intersection, The relative effects on cumulative traffic conditions is shown in Table H on the following page,

TABLE H: LEVELS OF SERVICE
CUMULATIVE CONDITIONS - LAND USE ALTERNATIVES

Intersection	Cumulative V/C	LOS	with Project V/C	LOS	With Office V/C	LOS
Signalized Intersections						
Turner Road & Lower Sacramento	0.70	C	0.72	C	0.73	C
Lower Sacramento & W. Elm St.	0.52	A	0.58	A	0.54	A
Lower Sacramento & W. Lodi/Sargent	0.74	C	0.77	C	0.78	C
4-Way STOP Intersections						
Turner Road & Lower Sacramento/ Woodhaven	0.73	C	0.78	C	0.78	C
2-Way STOP Intersections	R/C	LOS	R/C	LOS	R/C	LOS
Woodhaven Lane & Eilers Lane						
southbound left	703	A	668	A	690	A
westbound Eilers	240	C	179	D	230	C

V/C = Volume-to-Capacity Ratio. See Appendix D.
R/C = Reserve Capacity. See Appendix D.

Again, the relative effects of the shopping center vs. the office building on cumulative traffic conditions are minimal.

COMPARISON OF HOURLY STREET VOLUMES

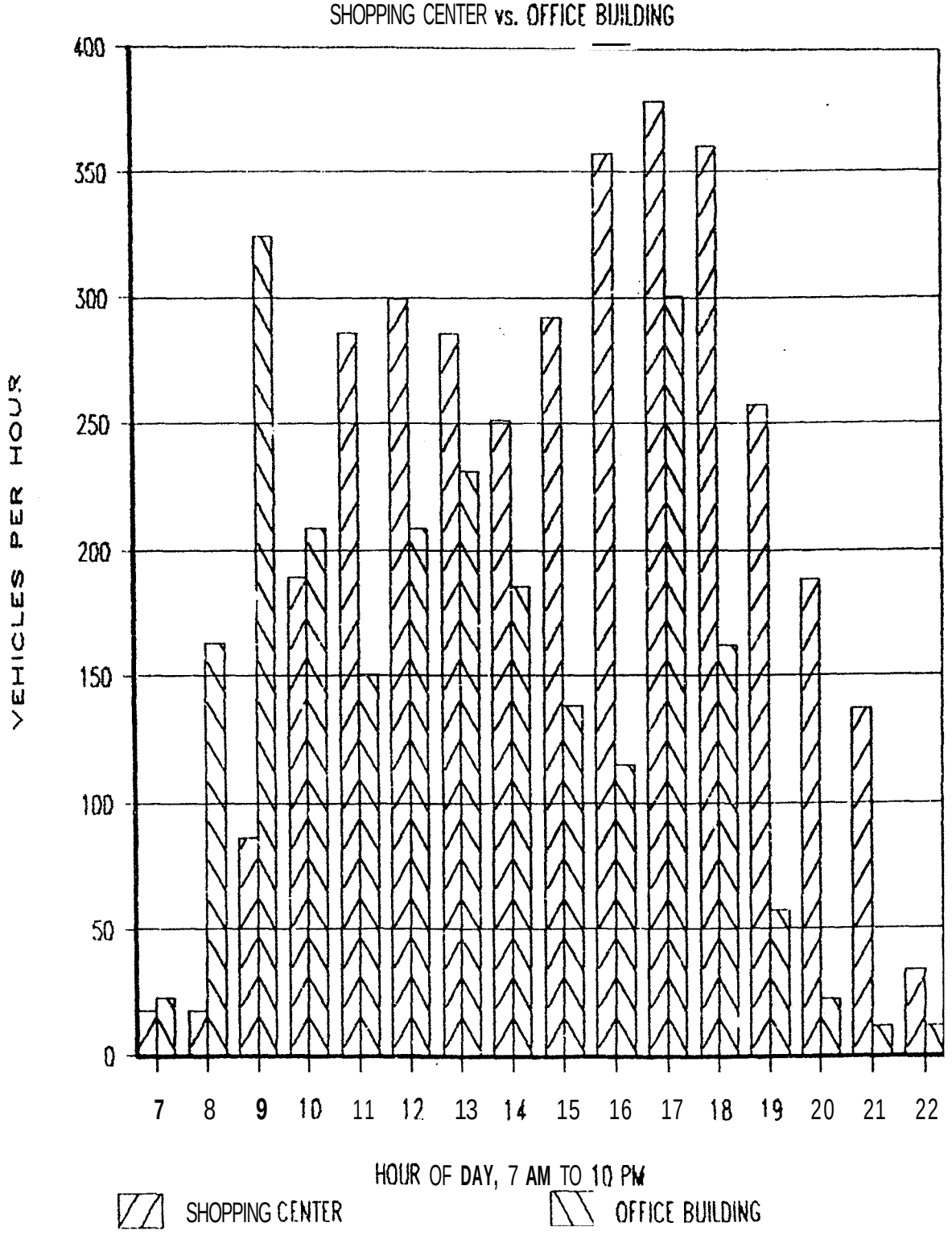
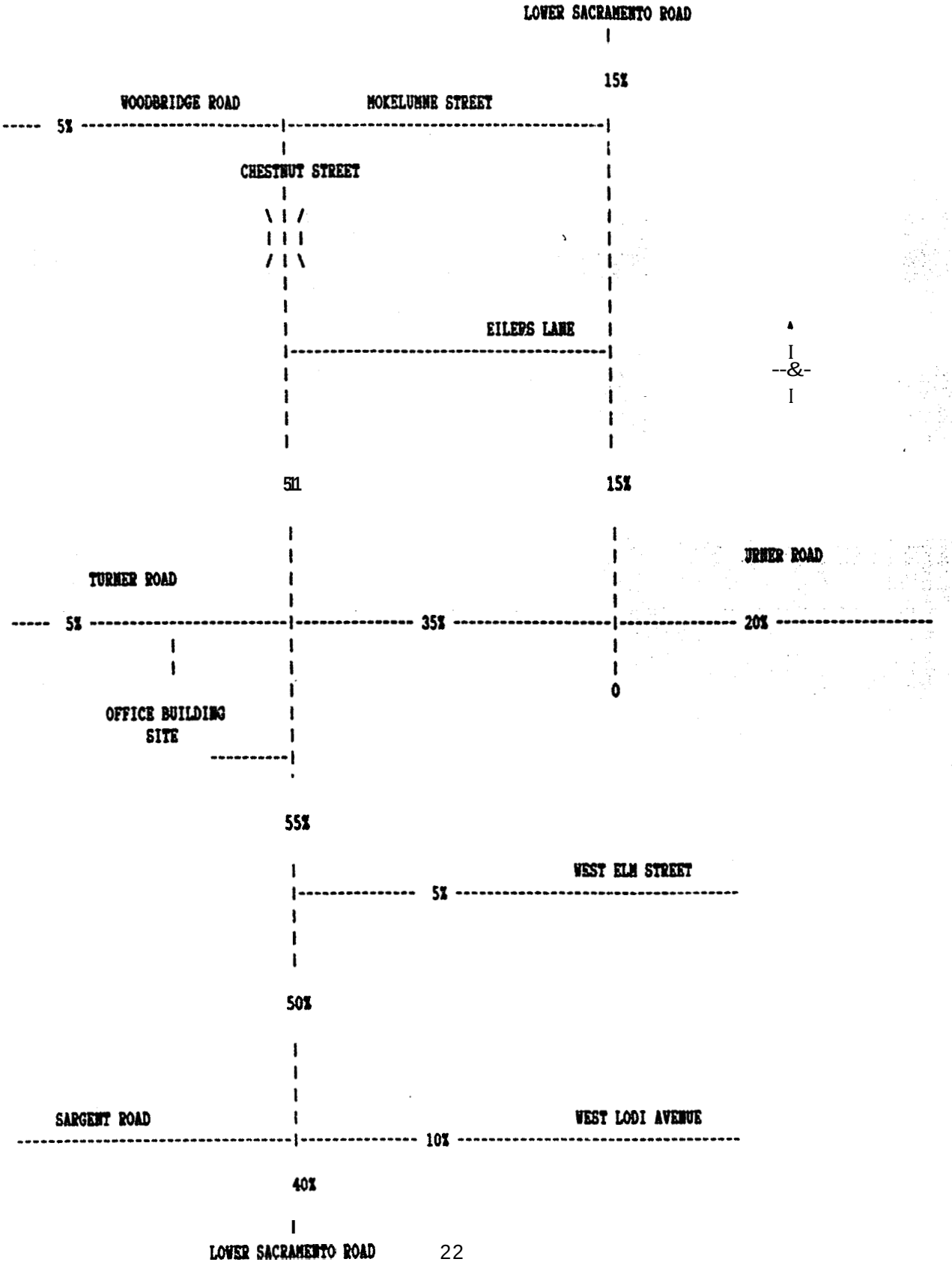
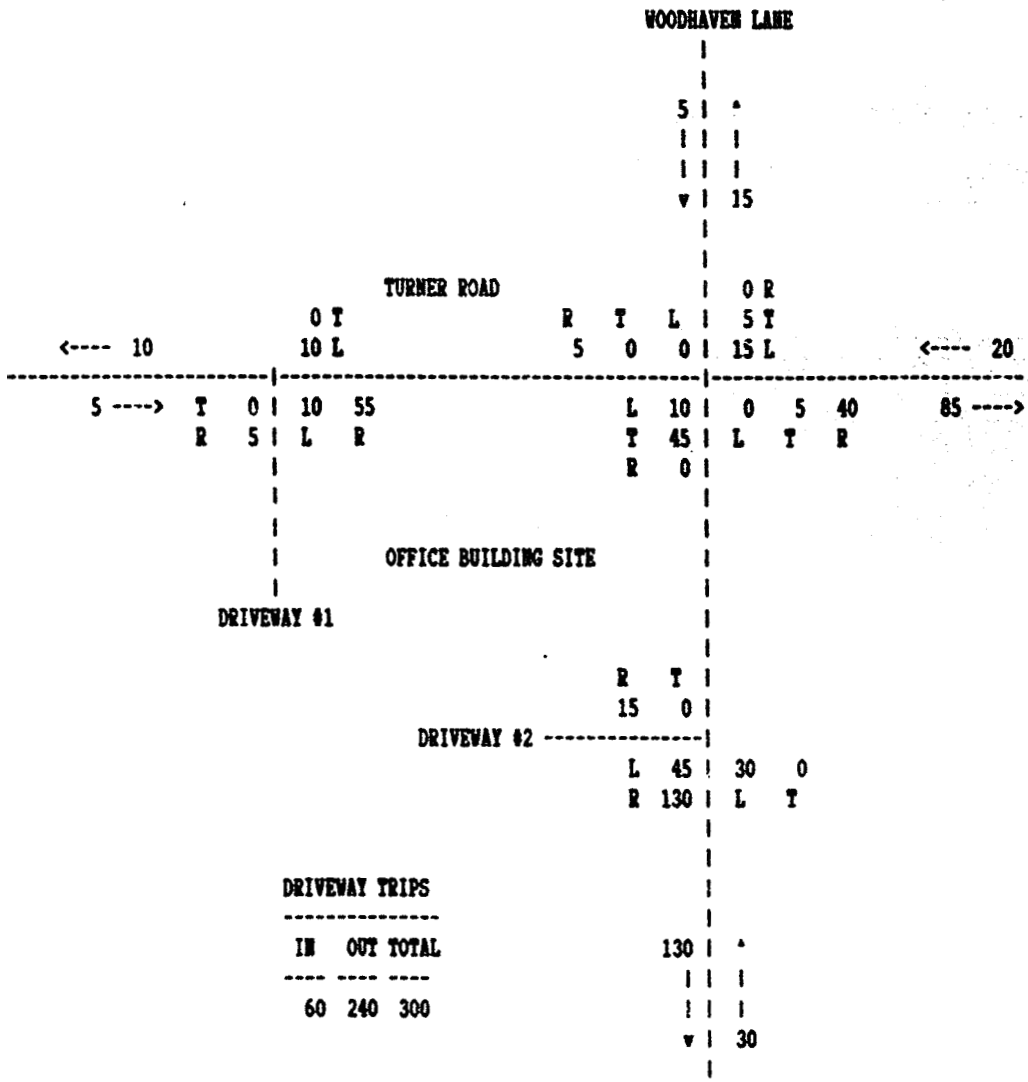


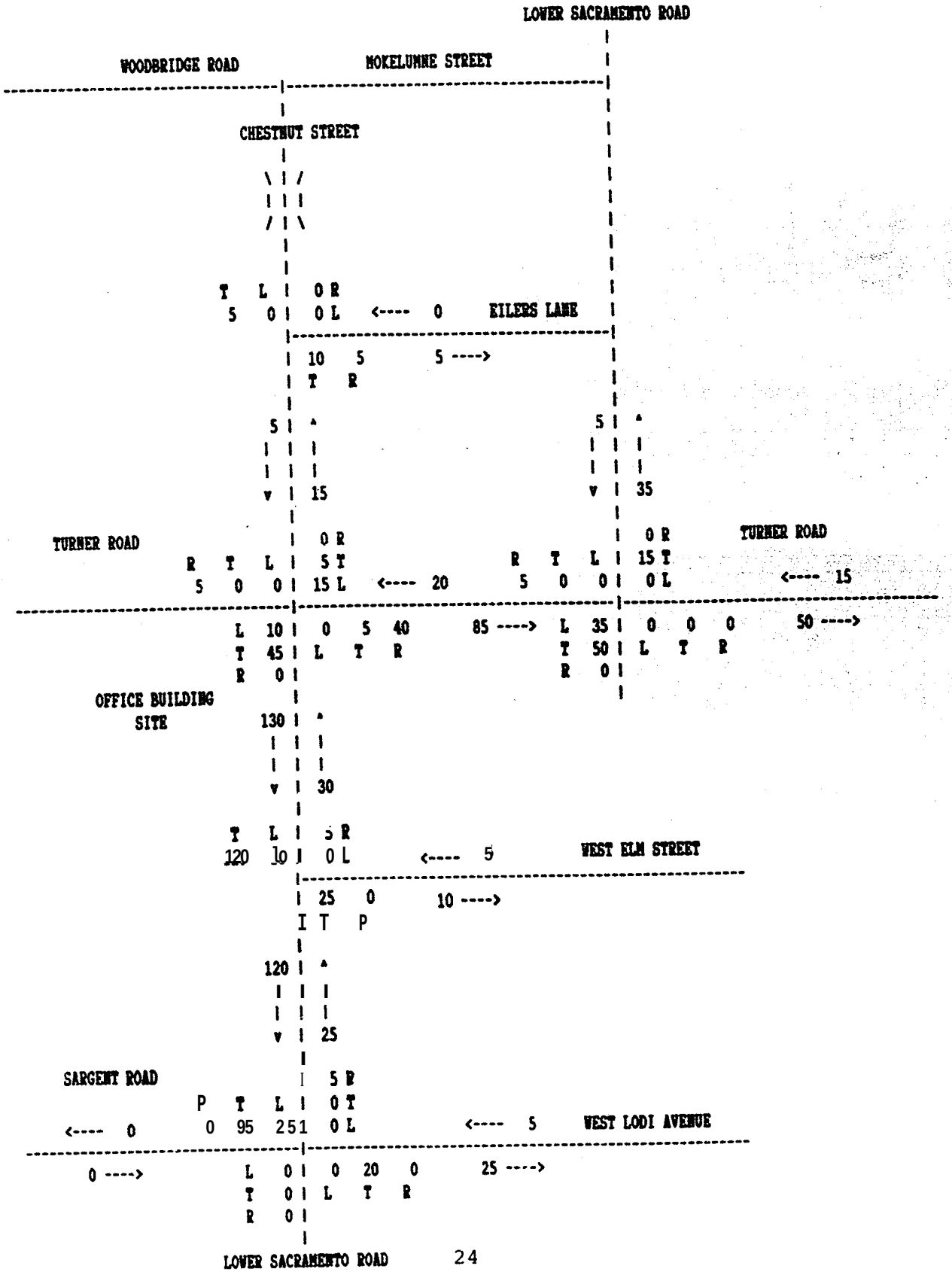
FIGURE 10



OFFICE BUILDING VEHICLE TRIP DISTRIBUTION/ASSIGNMENT
FIGURE 11

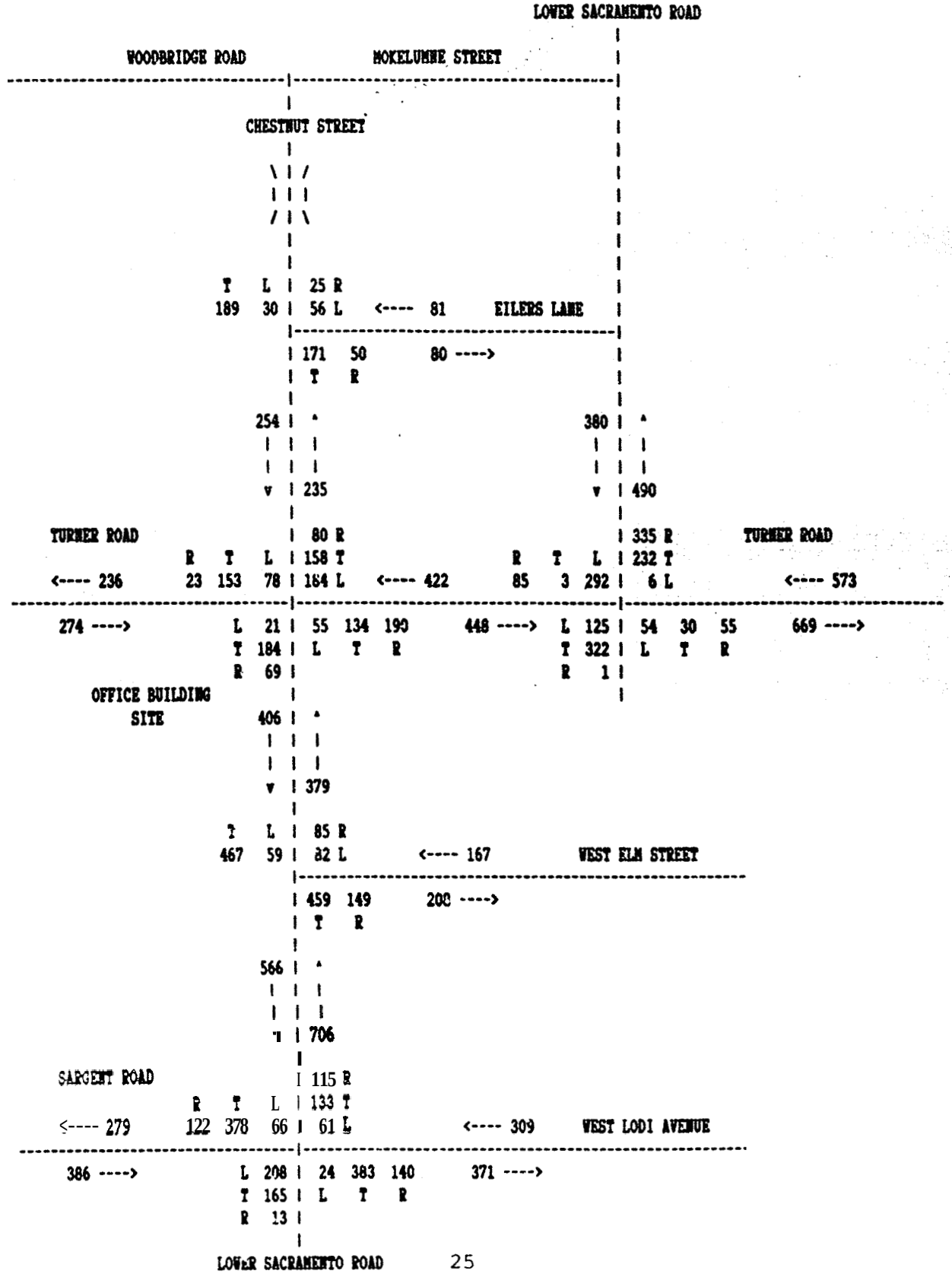


OFFICE BUILDING ONLY PM PEAK HOOP DRIVEWAY VOLUMES
FIGURE 12



OFFICE BUILDING ONLY PM PEAK HOUR TRAFFIC VOLUMES

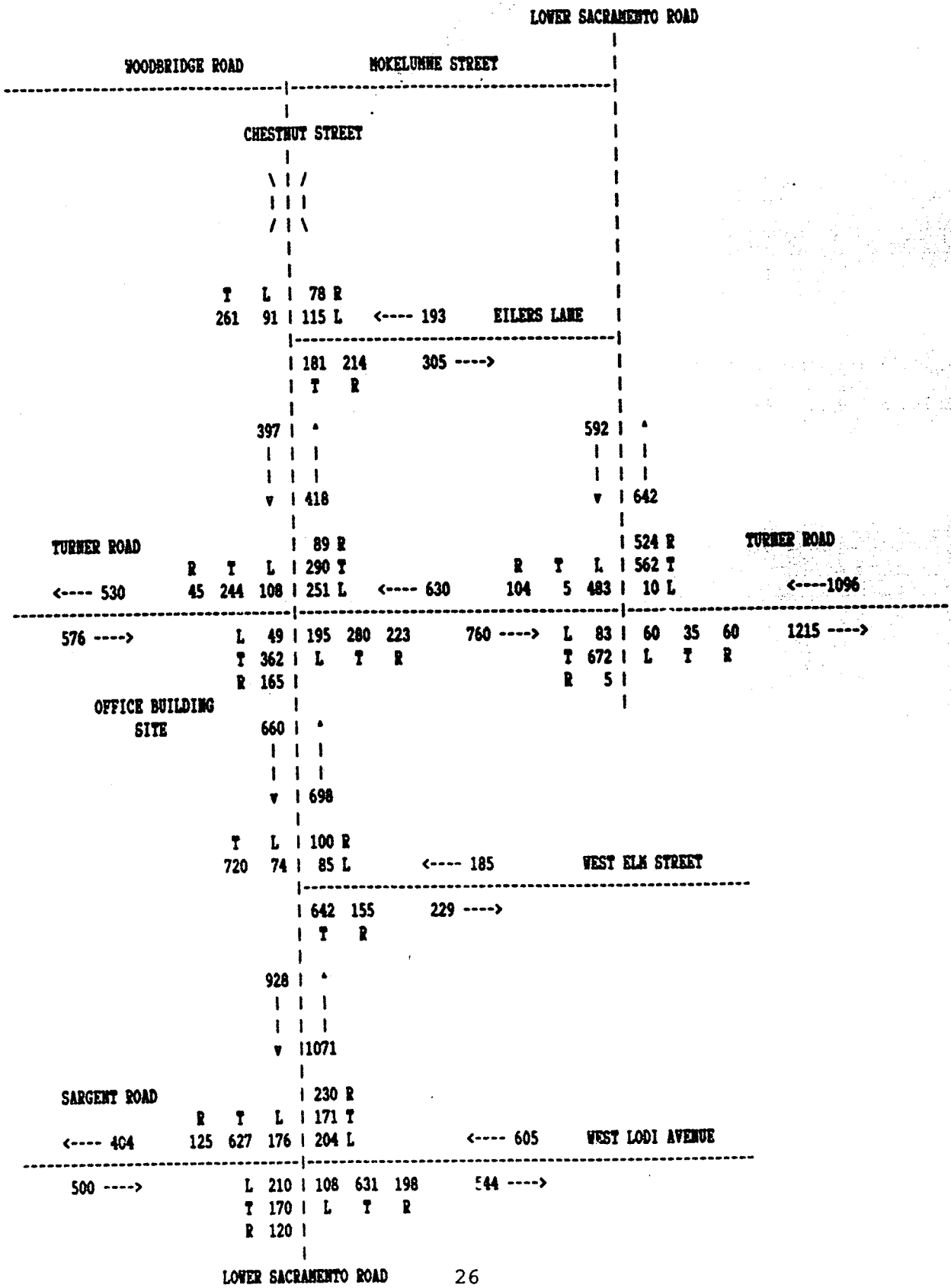
FIGURE 13



LOWER SACRAMENTO ROAD

EXISTING + OFFICE BUILDING PM PEAK HOUR TRAFFIC VOLUMES WITH CHESTNUT STREET BRIDGE

FIGURE 14



LOWER SACRAMENTO ROAD

CUMULATIVE + OFFICE BUILDING PM PEAK HOUR TRAFFIC VOLUMES
FIGURE 15

SECTION VII.

MITIGATION MEASURES

Existing Conditions

All of the study area intersections operate at acceptable levels of service during the PM peak hour. The intersections of Lower Sacramento Road & W. Elm St. and Lower Sacramento Road & W. Lodi Ave./Sargent Road do, according to the TJKM study meet warrants for signalization and the City has these intersections on its signalization priority list,

The only other intersection that could possibly require a higher level of control is the intersection of Turner Road & Lower Sacramento Road/Woodhaven Lane. Warrants analyses prepared as part of this report follow the warrants requirements specified in the State of California Traffic Manual, Chapter 9, Figure 9-1D, traffic signal warrants based on estimated average daily traffic, and Figure 9-2C, peak hour volume warrants for urbanized areas.

Warrants analyses for the Turner Road & Lower Sacramento Road/-Woodhaven Lane intersection are contained in Appendix C. Under existing conditions the intersection does not meet signalization warrants based on either the projections of daily traffic or peak hour volumes. (It is assumed that the PM peak hour volumes are 10% of the daily traffic volumes.)

Mitigation measures attributable specifically to the project would, therefore, be those associated with site access. Lower Sacramento Road south of Turner Road is planned to be a median divided street, The site plan indicates three driveways are to be located on Lower Sacramento Road. A median break should be allowed for only one of the driveways and that break should occur as far back from the intersection as possible. The driveway closest to the intersection and the driveway serving the rear of the buildings should be right-turn only driveways in the ultimate configuration of Lower Sacramento Road,

The access off of Turner Road is likewise planned with three driveways. A center, two-way left turn lane should be provided the length of the project along Turner Road, except at the intersection where the turn lane should be designated for eastbound left turn movements for a distance of at least 50 feet.

Cumulative Conditions

Following the same procedures described above for determining whether or not a traffic signal is warranted, analyses were made

of the cumulative and cumulative + project traffic volumes for the intersection of Turner Road & Lower Sacramento Road/Woodhaven Lane. The analyses, contained in Appendix C, indicate that the intersection under cumulative conditions would not meet warrants based on projections of daily traffic but would meet peak hour volume warrants. In this particular case, there is no clear cut indication that signalization will be needed. However, the intersection should be designed to accommodate a future traffic signal if need be. Routine monitoring of traffic volumes and accidents at the intersection should be done as the area continues to develop.

Mitigation measures not associated directly with the project were identified in the TJKM report and are listed here for information purposes.

Woodhaven Lane & Eilers Lane

Provide a new right-turn lane northbound on Woodhaven Lane.

Turner Road & Lower Sacramento Road

Provide a new right-turn only lane for westbound Turner Road, making the approach four lanes wide.

Lower Sacramento Road & W. Elm St.

Signalize the intersection.

Provide two through lanes each way on Lower Sacramento Road with the outside lane northbound being a through-right lane.

Provide a left-turn lane southbound on Lower Sacramento Road.

Lower Sacramento Road & W. Lodi Ave./Sargent Road

Signalize the intersection.

On both approaches of Lower Sacramento Road provide three lanes: a left-turn lane, a through lane and a through-right lane.

Lower Sacramento Road between W. Lodi Ave. and Kettleman Lane

Widen to four lanes.

APPENDICES

A - OFFICE BUILDING TRAFFIC GENERATION

B - LEVEL OF SERVICE CALCULATION WORKSHEETS

C - SIGNAL WARRANTS WORKSHEETS

D - TRANSPORTATION TERMINOLOGY DEFINITIONS

APPENDIX A

OFFICE BUILDING TRAFFIC GENERATION

COMMERCIAL OFFICE BUILDING TRAFFIC GENERATION AND PARKING DEMAND

Location: Alternative land use to Winepress Center, Lodi

HOUR	% ADT IN	% ADT OUT	% ADT TOTAL	HOUR	ADT IN	ADT OUT	ADT TOTAL	HOUR	PARKING DEMAND TOTAL SPACES
12MN-1AM	0.00	0.00	00	12MN-1AM	*0*	*0*	*0*	12MN-1AM	0
1-2	0.00	0.00	00	1-2	*0*	*0*	*0*	1-2	*0*
2-3	0.00	0.00	0.0	2-3	*0*	*0*	*0*	2-3	0
3-4	0.00	0.00	00	3-4	0	0	0	3-4	0
4-5	0.00	0.00	00	4-5	0	0	0	4-5	0
5-6	0.00	0.00	000	5-6	0	0	0	5-6	0
6-7	0.80	0.20	10	6-7	19	5	23	6-7	16
7-8	5.00	2.00	7.0	7-8	116	46	163	7-8	95
8-9	12.00	2.00	14.0	8-9	219	46	325	8-9	359
9-10	7.00	200	9.0	9-10	163	46	209	9-10	491
10-11	4.00	2.50	6.5	10-11	93	58	151	10-11	531
11-12"	3.50	5.50	9.0	11-12NN	81	128	209	11-12"	478
12NN-1PM	5.00	5.00	10.0	12NN-1PM	116	116	232	12NN-1PM	478
1-2	4.50	3.50	8.0	1-2	105	81	186	1-2	504
2-3	3.00	3.00	6.0	2-3	70	70	139	2-3	504
3-4	2.00	3.00	5.0	3-4	46	70	ff6	3-4	478
4-5	2.50	10.50	13.0	4-5	58	244	302	4-5	267
5-6	0.70	6.30	70	5-6	16	146	163	5-6	119
6-7	0.00	2.50	2.5	6-7	0	58	58	6-7	53
7-8	0.00	1.00	10	7-8	0	23	23	7-8	26
8-9	0.00	0.50	0.5	8-9	0	12	12	8-9	13
9-10	0.00	0.5	0.5	9-10	0	12	12	9-10	0
10-11	0.00	*0.00*	*0.0*	10-11	0	0	0	10-11	0
11-12MN	0.00	0.00	0.0	11-12"	0	0	0	11-12MN	0
TOTAL:	50.00	50.00	100.0	TOTAL:	1162	1162	2324		

GROSS FLOOR AREA: 202000 SF

NET LEASABLE FLOOR AREA: 161600 SF
(Assumed at - 80 % of GFA)

MAXIMUM PARKING DEMAND: 2.6 /1KSF, GFA
3.3 /1KSF, NLFA

TRIP ENDS/ 1KSF, GFA: 115

References:

Caltrans 6th, 9th & 10th Trip Ends Generation Progress Reports
ITE "Trip Generation," 4th Edition, 1987
ITE "Parking Generation," 2nd Edition, 1987
Shared Parking, Urban Land Institute, 1983
Office Parking Demand Survey, DKS Associates, 1985

APPENDIX B

LEVEL OF SERVICE CALCULATION WORKSHEETS

HCM85 WORKSHEET FOR ANALYSIS OF "T" INTERSECTIONS

LOCATION: Woodhaven Lane & Eilers Lane | BY: RKH
CITY: Lodi
DATE: Existing w/ Chestnut St. Bridge
TIME: PM Peak Hour

HOURLY VOLUMES:

Major: Woodhaven Lane
Grade: 0% (--V5 184
N = 1 v--V4 30
161 V2--) N = 1
45 V3--v
(-- --)
V7 V9 Grade 0%
56 25
N = 1
Minor: Eilers Lane

VOLUMES IN PCPH:

(--V5 184
v--V4 33
161 V2--)
45 V3--v
(-- --)
V7 V9
62 28

VOLUME ADJUSTMENTS:

Movement No.	V2	V3	V4	V5	V7	V9
Volume(vph):	161	45	30	184	56	25
Volume(pcph):	==========		33	=====	62	28

RIGHT TURN FROM MINOR STREET

Conflicting Flow, Vc	183.	vph
Critical Gap, Tc	5.5	sec.
Potential Capacity, Cp	889	pcph
Actual Capacity, Cm	889	pcph

LEFT TURN FROM MAJOR STREET

Conflicting Flow, Vc	206	vph
Critical Gap, Tc	5.0	sec.
Potential Capacity, Cp	974	pcph
Percent of Cp Utilized	3	%
Actual Capacity, Cm	974	pcph

Impedance Factor:0.97

LEFT TURN FROM MINOR STREET

Conflicting Flow, Vc	397.	vph
Critical Gap, Tc	6.5	sec.
Potential Capacity, Cp	530	pcph
Actual Capacity, Cm	519	pcph

Do minor street movements share a lane? yes (If yes, capacity = Csh)

RESERVE CAPACITIES (Cr) AND LEVELS OF SERVICE (LoS)

Movement No.	Volume (pcph)	Cm (pcph)	Csh (pcph)	Cr (pcph)	LoS
7	62	519		457	A
7+9	89		595	506	(A)
9	28	889		862	A
4	33	974		941	(A)

HCM85 WORKSHEET FOR ANALYSIS OF "T" INTERSECTIONS

LOCRTION: Woodhaven Lane & Ei1ers Lane | BY: RKH
CITY: Lodi |
DRTE: Existing (w/ bridge) + Project |
TIME: PM Peak Hour- |

HOURLY VOLUMES:

Major: Woodhaven Lane
Grade: 0% (--V5 203
N = 1 v--V4 30
101 V2--> N = 1
65 V3--v

(-- --)
V7 V9 Grade 0%
75 25
N = 1

Minor: Eilers Lane

VOLUMES IN PCPH:

(--V5 203
v--V4 33
181 V2-->
65 V3--v

(-- -->
V7 V9
03 28

VOLUME ADJUSTMENTS:

Movement No.	V2	V3	V4	V5	V7	V9
Volume(vph):	181	65	30	203	75	25
Volume(pcph):	==========		33	=====	83	28

RIGHT TURN FROM MINOR STREET

Conf1icting Flow, Vc	213.	vph
Critical Gap, Tc	5.5	sec.
Potential Capacity, Cp	857	pcph
Rctual Capacity, Cm	857	pcph

LEFT TURN FROM MAJOR STREET

Cunf1icting Flow, Vc	246	vph
Critical Gap, Tc	5.0	sec.
Potential Capacity, Cp	932	pcph
Percent of Cp Utilized	3	%
Actua1 Capacity, Cm	932	pcph

Impedance Factor: 0.97

LEFT TURN FROM MINOR STREET

Conflicting Flow, Vc	446.	vph
Critical Gap, Tc	6.5	sec.
Potential Capacity, Cp	494	pcph
Actual Capacity, Cm	483	pcph

Do minor street movements share a lane? yes (If yes, capacity = Csh)

RESERVE CAPACITIES (Cr) AND LEVELS OF SERVICE (LoS)

Movement No.	Volume (pcph)	Cm (pcph)	Csh (pcph)	Cr (pcph)	LoS
7	83	483		400	A
7+9	110		542	432	(A)
9	28	857		830	A
4	33	932		899	(A)

R K H - Civil and Transportation Engineering - Foster City, California

HCM85 WORKSHEET FOR ANALYSIS OF "T" INTERSECTIONS

LOCATION: Woodhaven Lane & Eilers Lane | BY: RKH
CITY: Lodi
DATE: Existing + Office Building
TIME: PM Peak Hour

HOURLY VOLUMES:

Major: Woodhaven Lane
Grade: 0% (--V5 189
N = 1 v--V4 30
171 V2--) N = 1
50 V3--v
(-- --)
V7 V9 Grade 0%
56 25
N = 1
Minor: Eilers Lane

VOLUMES IN PCPH:

(--V5 189
v--V4 33
171 V2--)
50 V3--v
(-- --)
V7 V9
62 28

VOLUME ADJUSTMENTS:

Movement No.	V2	V3	V4	V5	V7	V9
Volume(vph):	171	50	30	189	56	25
Volume(pcph):	==========		33	=====	62	28

RIGHT TURN FROM MINOR STREET

Conflicting Flow, Vc	196 vph
Critical Gap, Tc	5.5 sec.
Potential Capacity, Cp	876 pcph
Actual Capacity, Cm	876 pcph

LEFT TURN FROM MAJOR STREET

Conflicting Flow, Vc	221 vph
Critical Gap, Tc	5.0 sec.
Potential Capacity, Cp	958 pcph
Percent of Cp Utilized	3 %
Actual Capacity, Cm	958 pcph

Impedance Factor:0.97

LEFT TURN FROM MINOR STREET

Conflicting Flow, Vc	415 vph
Critical Gap, Tc	6.5 sec.
Potential Capacity, Cp	517 pcph
Actual Capacity, Cm	506 pcph

Do minor street movements share a lane? yes (If yes, capacity = Csh)

RESERVE CAPACITIES (Cr) AND LEVELS OF SERVICE (LoS)

Movement No.	Volume (pcph)	Cm (pcph)	Csh (pcph)	Cr (pcph)	LoS
7	62	506		444	A
7+9	89		581	492	(A)
9	28	876		848	A
4	33	958		925	(A)

HCM85 WORKSHEET FOR ANALYSIS OF "T" INTERSECTIONS

LOCATION: Woodhaven Lane & Eilers Lane | BY: RKH
CITY: Lodi
DATE: Cumulative(w/ bridge)
TIME: PM Peak Hour

HOURLY VOLUMES:

Major: Woodhaven Lane
Grade: 0% (--V5 256
N = 1 v--V4 91
171 V2--) N = 1
209 V3--v
(-- --)
V7 V9 Grade 0%
115 78
N = 1
Minor: Eilers Lane

VOLUMES IN PCPH:

(--V5 256
v--V4 100
171 V2--)
209 V3--v
(-- --)
V7 V9
127 86

VOLUME ADJUSTMENTS:

Movement No.	V2	V3	V4	V5	V7	V9
Volume(vph):	171	209	91	256	115	78
Volume(pcph):	==========		100	=====	127	86

RIGHT TURN FROM MINOR STREET

Conflicting Flow, Vc	275.	vph
Critical Gap, Tc	5.5	sec.
Potential Capacity, Cp	795	pcph
Actual Capacity, Cm	795	pcph

LEFT TURN FROM MAJOR STREET

Conflicting Flow, Vc	380	vph
Critical Gap, Tc	5.0	sec.
Potential Capacity, Cp	803	pcph
Percent of Cp Utilized	11	%
Actual Capacity, Cm	803	pcph

Impedance Factor:0.91

LEFT TURN FROM MINOR STREET

Conflicting Flow, Vc	622.	vph
Critical Gap, Tc	6.5	sec.
Potential Capacity, Cp	381	pcph
Actual Capacity, Cm	350	pcph

Do minor street movements share a lane? yes (If yes, capacity = Csh)

RESERVE CAPACITIES (Cr) AND LEVELS OF SERVICE (LoS)

Movement No.	Volume (pcph)	Cm (pcph)	Csh (pcph)	Cr (pcph)	LoS
7	127	350		224	C
7+9	212		453	240	(C)
9	86	795		709	A
4	100	803		703	(A)

R K H - Civil and Transportation Engineering - Foster City, California

HCM85 WORKSHEET FOR ANALYSIS OF "T" INTERSECTIONS

LOCATION: Woodhaven Lane & Eilers Lane | BY: RKH
CITY: Lodi
DRTE: Cumulative(w/ bridge) + Project
TIME: PM Peak Hour

HOURLY VOLUMES:

Major: Woodhaven Lane

Grade:	OX	(--V5	275
N =	1	v--V4	91
		N =	1

191 V2-->
229 V3--v

(-- --)

V7	V9	Grade	OX
134	78		
N =	1		

Minor: Eilers Lane

VOLUMES IN PCPH:

(--V5 275
v--V4 100

191 V2-->
229 V3--v

(-- --)

V7	V9
147	06

VOLUME ADJUSTMENTS:

Movement No.	V2	V3	V4	V5	V7	V9
Volume(vph):	191	229	91	275	134	78
Volume(pcph):	==========		100	=====	147	86

RIGHT TURN FROM MINOR STREET

Conflicting Flow, Vc	305.	vph
Critical Gap, Tc	5.5	sec.
Potential Capacity, Cp	767	pcph
Actual Capacity, Cm	767	pcph

LEFT TURN FROM MAJOR STREET

Conflicting Flow, Vc	420	vph
Critical Gap, Tc	5.0	sec.
Potential Capacity, Cp	768	pcph
Percent of Cp Utilized	12	%
Actual Capacity, Cm	768	pcph

Impedance Factor: 0.91

LEFT TURN FROM MINOR STREET

Conflicting Flow, Vc	671.	vph
Critical Gap, Tc	6.5	sec.
Potential Capacity, Cp	355	pcph
Actual Capacity, Cm	324	pcph

Do minor street movements share a lane? yes (If yes, capacity = Csh)

RESERVE CAPACITIES (Cr) AND LEVELS OF SERVICE (Lo~)

Movement No.	Volume (pcph)	Cm (pcph)	Csh (pcph)	Cr (pcph)	LoS
7	147	324		177	D
7+9	233		412	179	(D)
9	86	767		681	A
4	100	760		668	(A)

HCM85 WORKSHEET FOR ANALYSIS OF "T" INTERSECTIONS

LOCATION: Woodhaven Lane & Eilers Lane | BY: RKH
CITY: Lodi
DRTE: Cumulative + Office Building
TIME: PM Peak Hour

HOURLY VOLUMES:

Major: Woodhavan Lane
Grade : 0% (--V5 261
N = 1 v--V4 91
N = 1
181 V2--)
214 V3--v
(-- --)
V7 V9 Grade 0%
115 70
N = 1
Minor: Eilers Lane

VOLUMES IN PCPH:

(--V5 261
v--V4 100
181 V2--)
214 V3--v
(-- --)
V7 V9
127 77

VOLUME ADJUSTMENTS:

Movement No.	V2	V3	V4	V5	V7	V9
Volume(vph):	181	214	91	261	115	70
Volume(pcph):	==========		100	=====	127	77

RIGHT TURN FROM MINOR STREET

Conflicting Flow, Vc	288	vph
Critical Gap, Tc	5.5	sec.
Potential Capacity, Cp	783	pcph
Actual Capacity, Cm	783	pcph

LEFT TURN FROM MAJOR STREET

Conflicting Flow, Vc	395	vph
Critical Gap, Tc	5.0	sec.
Potential Capacity, Cp	790	pcph
Percent of Cp Utilized	12	%
Actual Capacity, Cm	790	pcph

Impedance Factor:0.91

LEFT TURN FROM MINOR STREET

Conflicting Flow, Vc	640	vph
Critical Gap, Tc	6.5	sec.
Potential Capacity, Cp	372	pcph
Actual Capacity, Cm	341	pcph

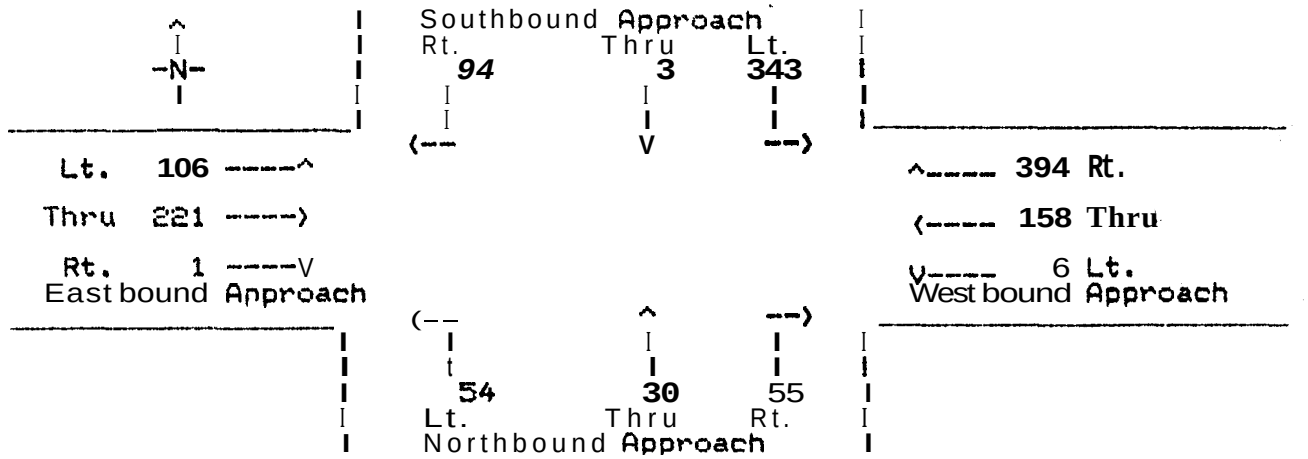
Do minor street movements share a lane? yes (If yes, capacity = Csh)

RESERVE CAPACITIES (Cr) AND LEVELS OF SERVICE (LoS)

Movement No.	Volume (pcph)	Cm (pcph)	Csh (pcph)	Cr (pcph)	LoS
7	127	341		214	C
7+9	204		433	230	(C)
9	77	783		706	A
4	100	790		690	(A)

TRRFFIC SIGNQL ANALYSIS WORKSHEET
(Critical Movement Methodology)

INTERSECTION: Turner Road & Lower Sacramento CITY: Lodi
DRTE: Existing (1988) DAY: Weekday
TIME: PM Peak Hour



STREET NAME	DIR	APPROACH VOLUME		LANES	LANE VOLUMES			
		54	L		0			
		84	L+T	1	84			
Driveway	NB	139	L+T+R		0			
		30	T		0			
		85	T+R		0			
		55	R	1	49 *			
		106	L	1				106
		327	L+T					0
Turner Road	EB	328	L+T+R			0		
		221	T			0		
		222	T+R	2		111		
		1	R			0		
		343	L	1	343			
		346	L+T		0			
Lower Sacramento	SB	440	L+T+R			0		
		3	T			0		
		97	T+R	1		97		
		94	R			0		
		6	L	1			6	
		164	L+T				0	
Turner Road	WB	558	L+T+R					0
		158	T					0
* adjusted for		552	T+R	2				276
turn on red		394	R					0

SPLIT PHASE? NB-SB EB-WB — LANE VOLUME TOTALS: 392 | 181 | 117 | 382

CRITICAL VOLUMES: 392 | 382

CYCLE LENGTH: 40 sec.

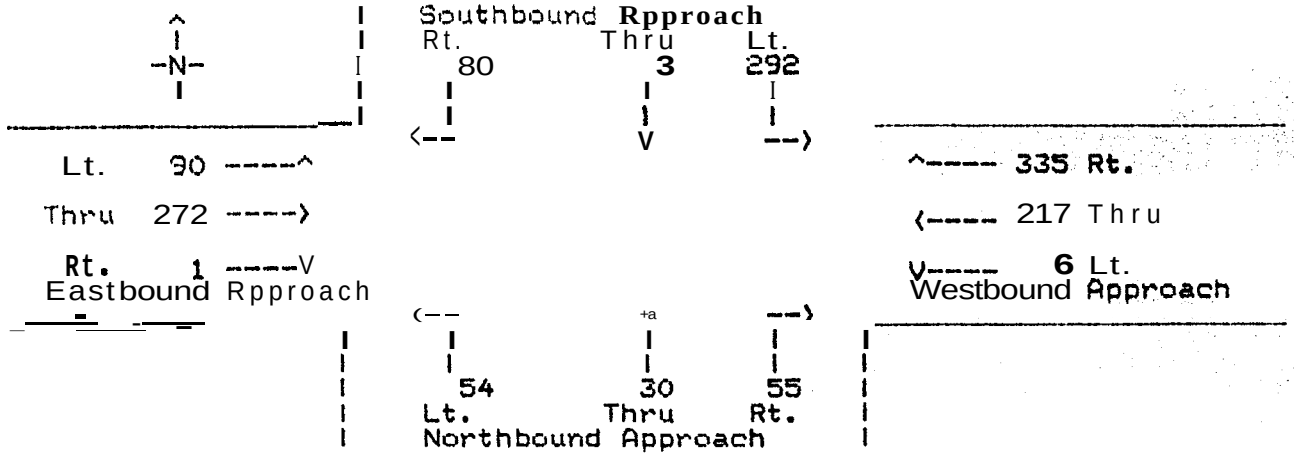
CRITICAL PHASE: 2

CRITICAL LANE VOLUME TOTAL: 774
CAPACITY: 1485
V/C: 0.52
LoS: A

COMMENTS:

TRAFFIC SIGNAL ANALYSIS WORKSHEET
(Critical Movement Methodology)

INTERSECTION: Turner Road & Lower Sacramento CITY:Lodi
DATE: Existing (1988) w/ Chestnut St. Bridge DAY:Weekday
TIME: PM Peak Hour



APPROACH					LANE VOLUMES			
STREET NAME	DIR	VOLUME		LANES				
		54	L			0		
		84	L+T	1		84		
Driveway	NB	139	L+T+R		0			
		30	T		0			
		85	T+R		0			
		55	R	1	49 *			
		90	L	1				90
		362	L+T					0
Turner Road	EB	363	L+T+R			0		
		272	T			0		
		273	T+R	2		137		
		1	R			0		
		292	L	1	292			
		295	L+T		0			
Lower Sacramento	SB	375	L+T+R			0		
		3	T			0		
		83	T+R	1		83		
		80	R			0		
		6	L	1			6	
		223	L+T				0	
Turner Road	WB	558	L+T+R					0
		217	T					0
* adjusted for turn on red		552	T+R	2				276
		335	R					0
SPLIT PHASE?	LANE VOLUME TOTALS:				341	167	143	366
NB-SB								
EB-WB	CRITICAL VOLUMES:				341			366

CYCLE LENGTH: 40 sec.

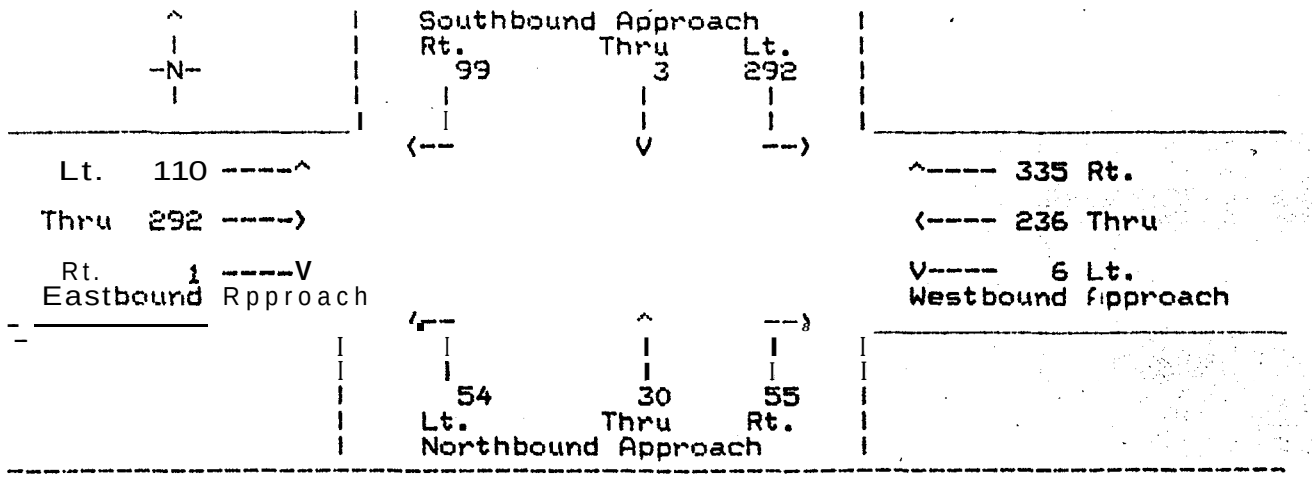
CRITICAL PHASES: 2

CRITXCFIL LRNE VOLUME TOTFIL: 707
CRPRCITY: 1485
V/C: **0.48**
LoS: A

COMMENTS:

TRAFFIC SIGNAL ANALYSIS WORKSHEET
(Critical Movement Methodology)

INTERSECTION: Turner Road & Lower Sacramento CITY: Lodi
DATE: Existing (w/ bridge) + Project DAY: Weekday
TIME: PM Peak Hour



STREET NAME	DIR	APPROACH VOLUME	LANES	LANE VOLUMES
Driveway	NB	54 L		0
		04 L+T	1	04
		139 L+T+R		0
		30 T		0
		85 T+R		0
		55 R	1	49 *
Turner Road	EB	110 L	1	110
		402 L+T		*0*
		403 L+T+R		0
		292 T		0
		293 T+R	2	147
		1 R		**0**
Lower Sacramento	SB	292 L	1	292
		295 L+T		0
		394 L+T+R		0
		3 T		0
		102 T+R	1	102
		99 R		0
Turner Road	WB	6 L	1	6
		242 L+T		0
		577 L+T+R		0
		236 T		*0*
		571 T+R	2	286
		335 R		*0*

* adjusted for turn on red

SPLIT PHASE? NB-SB EB-WB

LANE VOLUME TOTALS: 341 186 153 396

CRITICAL VOLUMES: 341 396

CYCLE LENGTH: 40 sec.

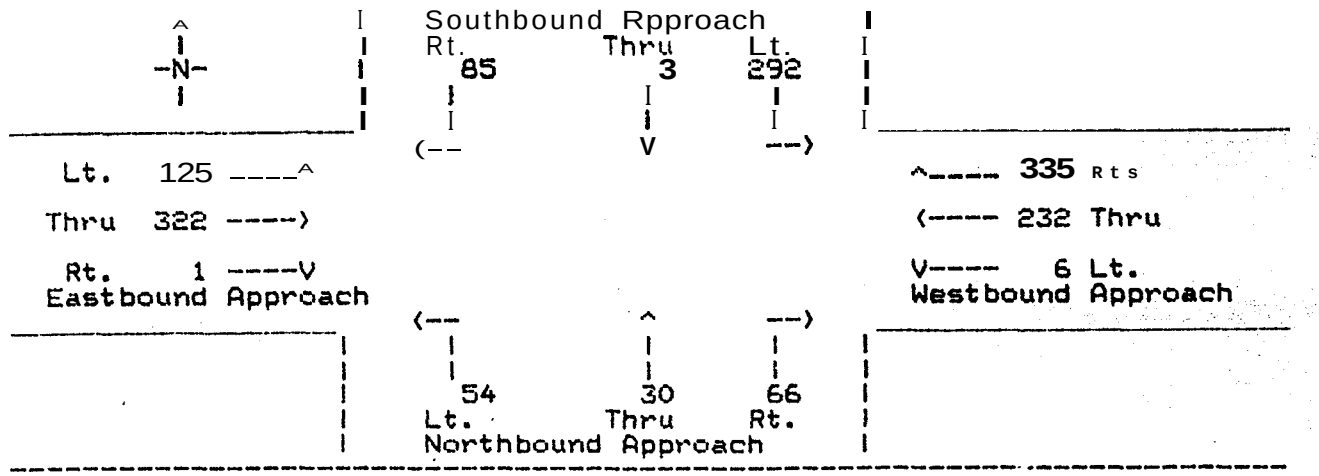
CRITICAL PHASES: 2

CRITICRL LONE VOLUME TOTAL: 737
CAPACITY: 1485
V/C: *0.50*
LoS: A

COMMENTS:

TRRFFIC SIGNRL RNRLYSIS WORKSHEET
(Critical Movement Methodology)

INTERSECTION: Turner Road & Lower Sacramento CITY: Lodi
DATE: Existing + Office Building DAY: Weekday
TIME: PM Peak Hour



STREET NAME	DIR	APPROACH VOLUME	LANES	LANE VOLUMES
Driveway	NB	54 L		0
		84 L+T	1	84
		150 L+T+R		0
		30 T		0
		96 T+R		0
		66 R	1	60 *
Turner Road	EB	125 L	1	125
		447 L+T		0
		448 L+T+R		0
		322 T		0
		323 T+R	2	162
		1 R		0
tower Sacramento	SB	292 L	1	292
		295 L+T		0
		380 L+T+R		0
		3 T		0
		88 T+R	1	88
		85 R		0
Turner Road	WB	6 L	1	6
		238 L+T		0
		573 L+T+R		0
		232 T		0
		567 T+R	2	284
		335 R		0

* adjusted for turn on red

SPLIT PHASE? NB-SB / EB-WB
LANE VOLUME TOTALS: 352 172 168 409
CRITICAL VOLUMES: 352 409

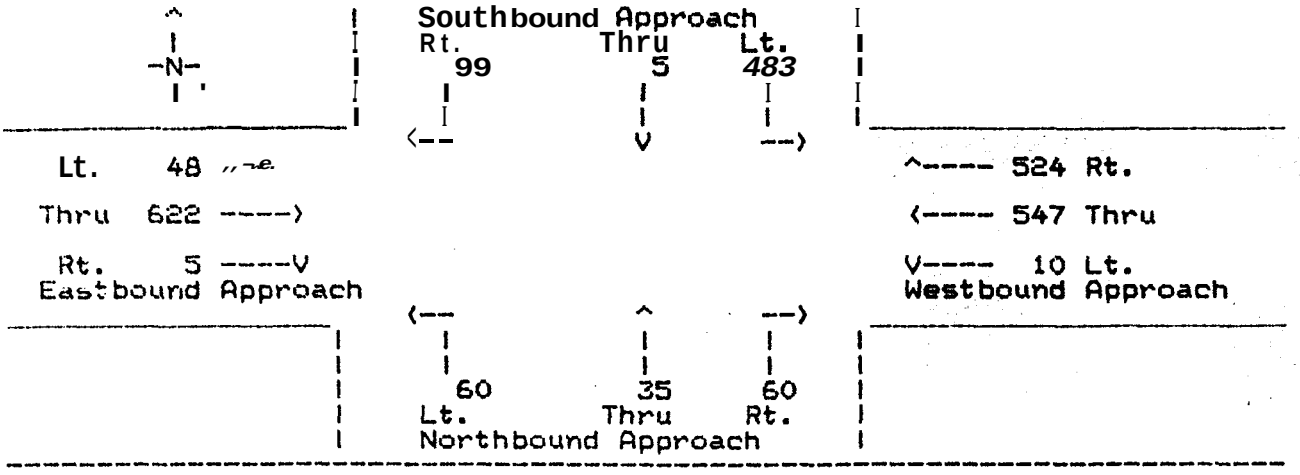
CYCLE LENGTH: 40 sec.
CRITICAL PHASES: ?

CRITICAL LANE VOLUME TOTAL: 761
CAPACITY: 1485
V/C: 0.51
LoS: A

COMMENTS:

TRAFFIC SIGNAL ANALYSIS WORKSHEET
(Critical Movement Methodology)

INTERSECTION: Turner Road & Lower Sacramento CITY: Lodi
DATE: Cumulative DAY: Weekday
TIME: PM Peak Hour



STREET NAME	DIR	APPROACH VOLUME		LANES	LANE VOLUMES			
		60	L		0			
		95	L+T	1	95			
Driveway	NB	155	L+T+R		0			
		35	T		0			
		95	T+R		0			
		60	R	1	50 *			
		48	L	1				48
		670	L+T					0
Turner Road	EB	675	L+T+R			*0*		
		622	T			*0*		
		627	T+R	2		314		
		5	R			0		
		483	L	1	483			
		488	L+T		0			
Lower Sacramento	SB	587	L+T+R			0		
		5	T			0		
		104	T+R	1		104		
		99	R			0		
		10	L	1		10		
		557	L+T			0		
Turner Road	WB	1081	L+T+R					0
		547	T					0
* adjusted for		1071	T+R	2				536
turn on red		524	R					0

SPLIT PHASE? NB-SB / EB-WB — LANE VOLUME TOTALS: 533 199 324 584

CRITICAL VOLUMES: 533 584

CYCLE LENGTH: 60 sec.

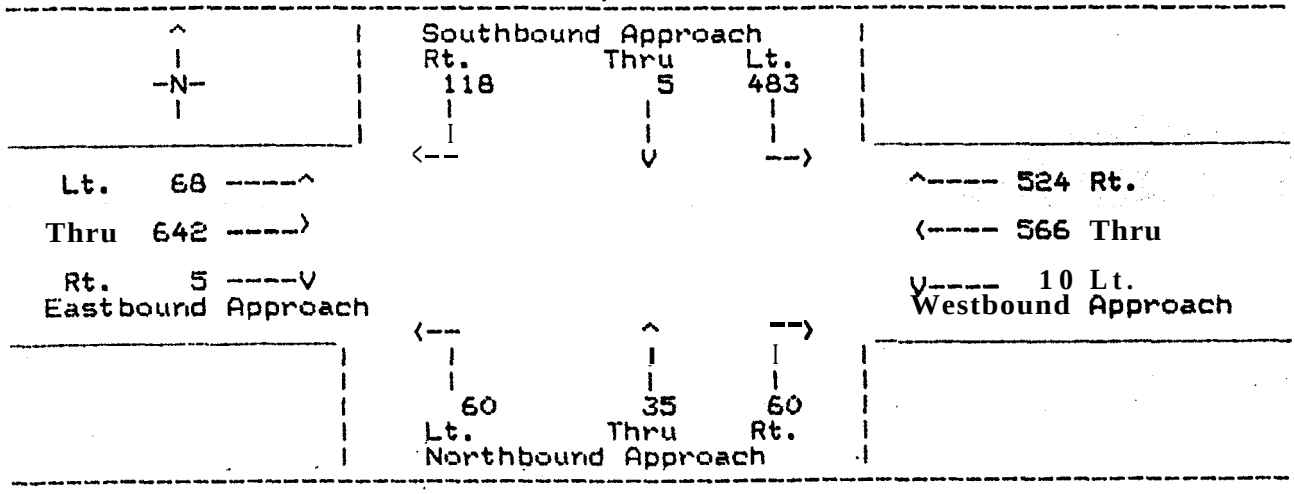
CRITICAL PHASES: 2

CRITICAL LANE VOLUME TOTAL: 1117
CAPACITY: 1590
V/C: 0.70
LoS: B

COMMENTS:

TRAFFIC SIGNAL ANALYSIS WORKSHEET
(Critical Movement Methodology)

INTERSECTION: Turner Road & Lower Sacramento CITY: Lodi
DATE: Cumulative + Project DAY: Weekday
TIME: PM Peak Hour



STREET NAME	DIR	APPROACH VOLUME		LANES	LANE VOLUMES			
Driveway	NB	60	L		0			
		95	L+T	1	95			
		155	L+T+R		0			
		35	T		0			
		95	T+R		0			
		60	R	1	50 *			
Turner Road	EB	68	L	1				68
		710	L+T					0
		715	L+T+R			0		
		642	T			0		
		647	T+R	2		324		
		5	R			0		
Lower Sacramento	SB	483	L	1	483			
		488	L+T		0			
		606	L+T+R			0		
		5	T			0		
		123	T+R	1		123		
		118	R			0		
Turner Road	WB	10	L	1		10		
		576	L+T			0		
		1100	L+T+R					0
		566	T					0
		1090	T+R	2				545
		524	R					0
LANE VOLUME TOTALS:					533	218	334	613

* adjusted for turn on red

SPLIT PHASE? NB-SB EB-WB

CRITICAL VOLUMES: 533 613

CYCLE LENGTH: 60 sec.

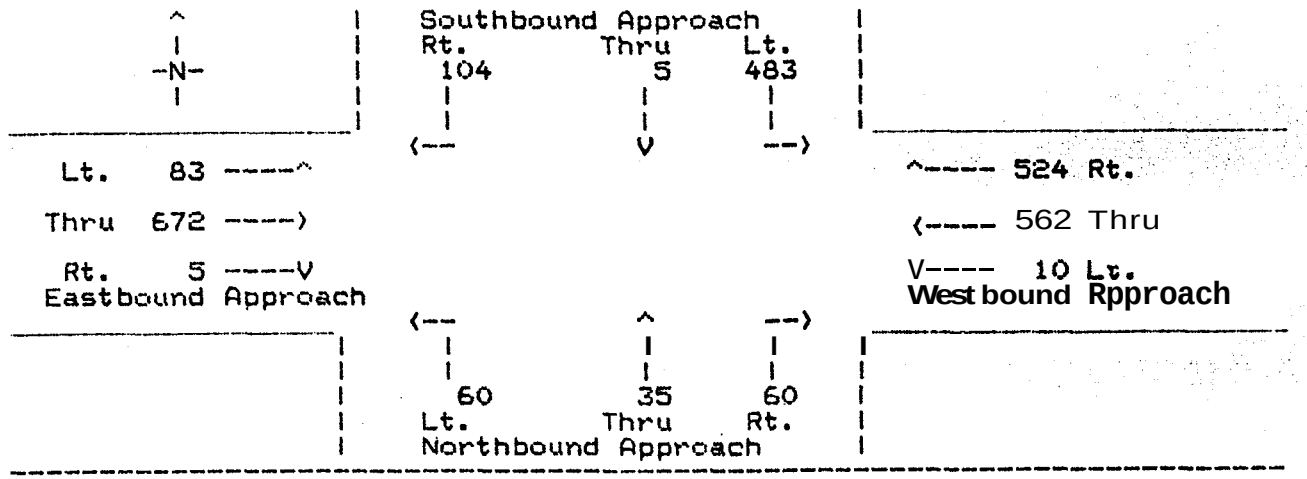
CRITICAL PHASES: 2

CRITICAL LANE VOLUME TOTAL: 1146
CAPACITY: 1590
V/C: 0.72
LoS: C

COMMENTS:

TRAFFIC SIGNAL ANALYSIS WORKSHEET
(Critical Movement Methodology)

INTERSECTION: Turner Road & Lower Sacramento CITY: Lodi
DATE: Cumulative + Office Building DAY: Weekday
TIME: PM Peak Hour



STREET NAME	DIR	APPROACH VOLUME	LANES	LANE VOLUMES
Driveway	NB	60 L		0
		95 L+T	1	95
		155 L+T+R		0
		35 T		0
		95 T+R		0
		60 R	1	50 *
Turner Road	EB	83 L	1	83
		755 L+T		0
		760 L+T+R		0
		672 T		0
		677 T+R	2	339
		5 R		0
Lower Sacramento	SB	483 L	1	483
		488 L+T		0
		592 L+T+R		0
		5 T		0
		109 T+R	1	109
		104 R		0
Turner Road	WB	10 L	1	10
		572 L+T		0
		1096 L+T+R		0
		562 T		0
* adjusted for turn on red		1086 T+R	2 1	543
		524 R		0

SPLIT PHASE? NB-SB EB-WB

LANE VOLUME TOTALS: 533 204 349 626

CRITICAL VOLUMES: 533 626

CYCLE LENGTH: 60 sec.

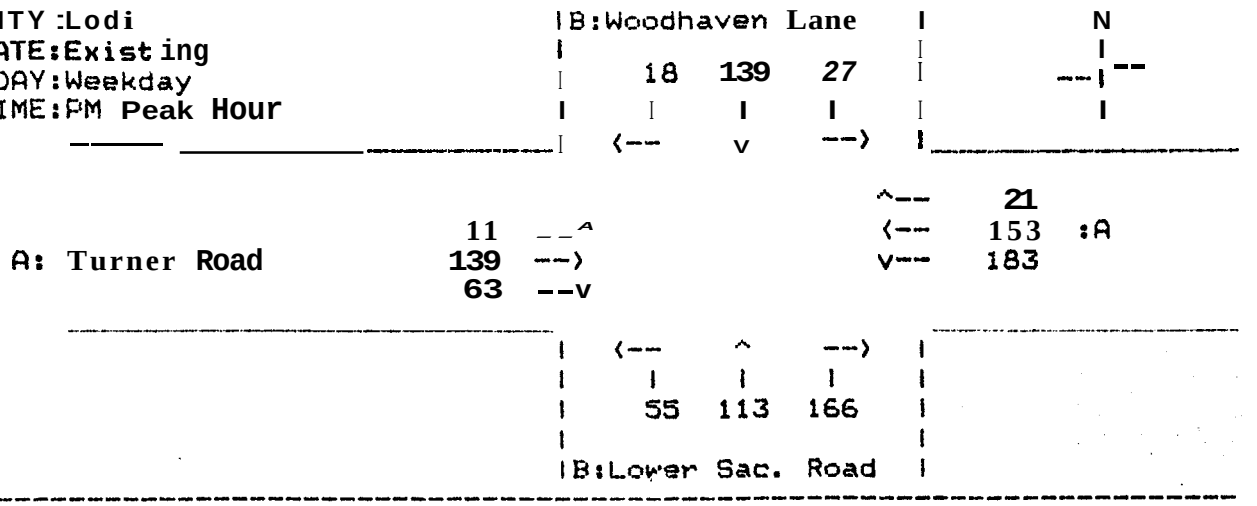
CRITICAL PHASES: 2

CRITICAL LANE VOLUME TOTAL: 1159
CAPACITY: 1590
V/C: 0.73
LoS: C

COMMENTS:

CAPACITY CALCULATIONS
4-LANE x 4-LANE, FOUR-WAY STOP CONTROLLED INTERSECTION

CITY :Lodi
DATE:Existing
DAY:Weekday
TIME:PM Peak Hour



"A" APPROACHES AS PERCENT OF TOTAL: 53 %
"B" APPROACHES AS PERCENT OF TOTAL: 47 %

S = 0.53

MAJOR: Turner Road MINOR: Woodhaven/Lower Sacrament

BASIC CAPACITY(Cb): 2861 veh./hour

RIGHT TURN FACTOR(R)

TOTAL RIGHT TURNS: 274 vph
TOTAL APPROACH VOLUME(V): 1094 vph
R = 1.05

INTERFERENCE FACTOR(I)

Downtown = 0.9
Intermediate = 0.9
Other areas = 1.0

I= 1.0

TRUCK/BUS FACTOR(T)

TRUCKS AND BUSES AS PERCENT OF TOTAL TRAFFIC: 2 %
T = 0.98

POSSIBLE CAPACITY(Cp) = Cb*R*I*T = 2944 veh./hour

VOLUME TO CAPACITY RATIO(V/C) AND LEVEL OF SERVICE(LoS)

V/Cp=0.37

LoS= A

V/Cp	LoS
<0.61	A
0.61-0.70	B
0.71-0.80	C
0.81-0.90	D
0.91-1.00	E
>1.00	F

NOTE: Practical capacity is considered to be at a V/Cp of 0.80

Based upon "A Study of Four-Way Stop Intersection Capacities" by Jacques Herbert, Highway Research Record 27, HRB, 1963.

CAPACITY CALCULATIONS
4-LANE x 4-LANE, FOUR-WAY STOP CONTROLLED INTERSECTION

CITY:Lodi
DATE:Exist. w/ Chestnut St.
DAY:Weekday
TIME:PM Peak Hour

B:Woodhaven Lane: 18 (<--) 153 (^) 78 (-->)

N

A: Turner Road: 11 (--^) 139 (-->) 69 (--v)

80 (^--) 153 (<--) :A 169 (v--)

55 (<--) 129 (^) 150 (-->)

B:Lower Sac. Road

"A" APPROACHES AS PERCENT OF TOTAL: 52 %
"B" APPROACHES AS PERCENT OF TOTAL: 48 %

S = 0.52

MAJOR: Turner Road MINOR: Woodhaven/Lower Sacrament

BASIC CAPACITY(Cb): 2901 veh./hour

RIGHT TURN FACTOR(R)

TOTAL RIGHT TURNS: 317 vph
TOTAL APPROACH VOLUME(V): 1204 vph
R = 1.05

INTERFERENCE FACTOR(I)

Downtown = 0.9
Intermediate = 0.9
Other areas = 1.0

I= 1.0

TRUCK/BUS FACTOR(T)

TRUCKS AND BUSES AS PERCENT OF TOTAL TRAFFIC: 2 %
T = 0.98

POSSIBLE CAPACITY(Cp) = Cb*R*I*T = 2992 veh./hour

VOLUME TO CAPACITY RATIO(V/C) AND LEVEL OF SERVICE(LoS)

V/Cp=0.40

LoS= A

V/Cp	LoS
<0.61	A
0.61-0.70	B
0.71-0.80	C
0.81-0.90	D
0.91-1.00	E
>1.00	F

NOTE: Practical capacity is considered to be at a V/Cp of 0.80

Based upon "A Study of Four-Way Stop Intersection Capacities" by Jacques Herbert, Highway Research Record 27, HRB, 1963.

CAPACITY CALCULATIONS
4-LANE x 4-LANE, FOUR-WAY STOP CONTROLLED INTERSECTION

```
CITY:Lodi                            |B:Woodhaven Lane       |        N
DATE:Existing + Project              |                       |        |
 DAY:Weekday                         |   37   172    78      |      --|--
TIME:PM Peak Hour                    |    |    |     |       |        |
     ________________________________|  <--    v    -->      |_______________

                                                  ^--    80
                             31  --^              <--   172  :A
  R: Turner Road            159  -->              v--   188
                             69  --v
     ________________________________                        _______________
                                     |  <--    ^    -->      |
                                     |   |     |     |       |
                                     |   55   149   170      |
                                     |                       |
                                     |B:Lower Sac.  Road     |
```

"A" APPROACHES AS PERCENT OF TOTQL: 51 %
"B" APPROACHES AS PERCENT OF TOTQL: 49 %   S = 0.51

MAJOR: Turner Road   MINOR: Woodhaven/Lower Sacrament

BASIC CAPACITY(Cb): 2908 veh./hour

RIGHT TURN FACTOR(R)	INTERFERENCE FACTOR(I)
TOTAL RIGHT TURNS: 356 vph	Downtown = 0.9
TOTAL APPROACH VOLUME(V):1360 vph	Intermediate = 0.9 I= 1.0
R = 1.05	Other areas = 1.0

TRUCK/BUS FACTOR(T)

TRUCKS AND BUSES AS PERCENT OF TOTAL TRAFFIC: 2 %
T = 0.98

POSSIBLE CAPACITY(Cp) = Cb*R*I*T = 2999 veh./hour

VOLUME TO CAPACITY RATIO(V/C) AND LEVEL OF SERVICE(LoS)

	V/Cp	LoS
V/Cp=0.45	<0.61	A
	0.61-0.70	B
LoS= A	0.71-0.80	C
	0.81-0.90	D
	0.91-1.00	E
	>1.00	F

NOTE: Practical capacity is considered to be at a V/Cp of 0.80

Based upon "A Study of Four-Way Stop Intersection Capacities" by Jacques Herbert, Highway Research Record 27, HRB, 1963.

CAPACITY CALCULATIONS
4-LANE x 4-LANE, FOUR-WAY STOP CONTROLLED INTERSECTION

```
CITY:Lodi                              |B:Woodhaven Lane    |          N
DATE:Existing + Office Bldg.           |                    |          |
 DAY:Weekday                           |    23  153   78    |        --|--
TIME:PM Peak Hour                      |    |    |     |    |          |
                                       |   <--   v    -->   |

                                                      ^--     80
                              21  --^                 <--    158  :A
  A: Turner Road             184  -->                 v--    184
                              69  --v

                                       |   <--   ^    -->   |
                                       |    |    |     |    |
                                       |    55  134   190   |
                                       |                    |
                                       |B:Lower Sac. Rd.    |
```

"A" APPROACHES AS PERCENT OF TOTAL: 52 %
"B" APPROACHES AS PERCENT OF TOTAL: 48 %   S = 0.52

MAJOR: Turner Road   MINOR: Woodhaven/Lower Sac.

BASIC CAPACITY(Cb): 2871 veh./hour

RIGHT TURN FACTOR(R)		INTERFERENCE FACTOR(I)		
TOTAL RIGHT TURNS:	362 vph	Downtown =	0.9	
TOTAL APPROACH VOLUME(V):	1329 vph	Intermediate =	0.9	I= 1.0
	R = 1.05	Other areas =	1.0	

TRUCK/BUS FACTOR(T)

TRUCKS AND BUSES AS PERCENT OF TOTAL TRAFFIC: 2 %
T = 0.98

POSSIBLE CAPACITY(Cp) = Cb*R*I*T = 2967 veh./hour

VOLUME TO CAPACITY RATIO(V/C) AND LEVEL OF SERVICE(LoS)

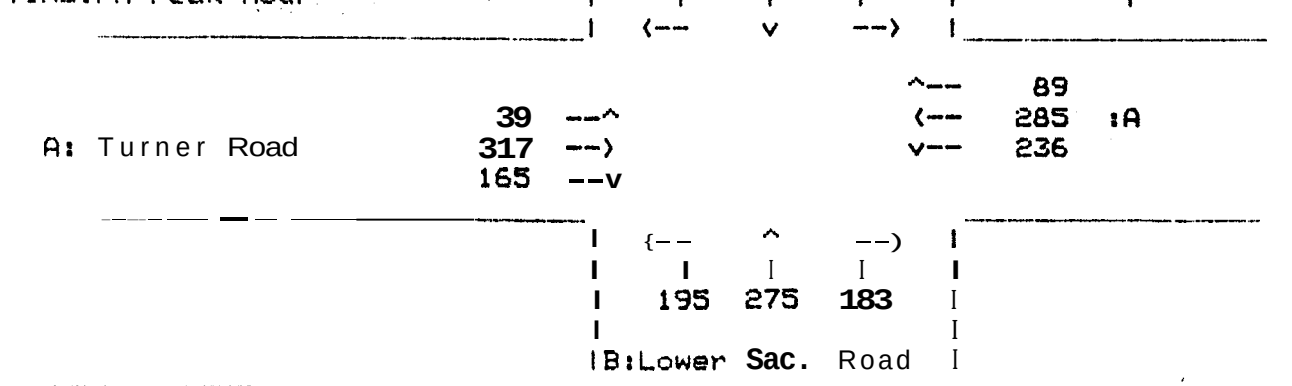
	V/Cp	LoS
V/Cp=0.44	<0.61	A
	0.61-0.70	B
LoS= A	0.71-0.80	C
	0.81-0.90	D
	0.91-1.00	E
	>1.00	F

NOTE: Practical capacity is considered to be at a V/Cp of 0.80

Based upon "A Study of Four-Way Stop Intersection Capacities" by Jacques Herbert, Highway Research Record 27, HRB, 1963.

CAPACITY CALCULATIONS
4-LANE x 4-LANE, FOUR-WAY STOP CONTROLLED INTERSECTION

CITY:Lodi
DATE:Cumulative
DAY:Weekday
TIME:PM Peak Hour



"A" APPROACHES AS PERCENT OF TOTAL: 52 %
"B" RPPRORCHES AS PERCENT OF TOTRL: *48 %* S = *0.52*

MAJOR: Turner Road MINOR: Woodhaven/Lower Sac.

BASIC CAPACITY(Cb): 2886 veh./hour

RIGHT TURN FACTOR(R)

TOTAL RIGHT TURNS: *477* vph
TOTAL APPROACH VOLUME(V) :2176 vph
R = 1.04

INTERFERENCE FACTOR(I)

Downtown = 0.9
Intermediate = 0.9 I= **1.0**
Other areas = 1.0

TRUCK/BUS FACTOR(T)

TRUCKS AND BUSES AS PERCENT OF TOTAL TRAFFIC: 2 %
T = 0.98

POSSIBLE CAPACITY(Cp) = Cb*R*I*T = 2952 veh./hour

VOLUME TO CAPACITY RATIO(V/C) AND LEVEL OF SERVICE(LoS)

V/Cp=0.73

LoS= C

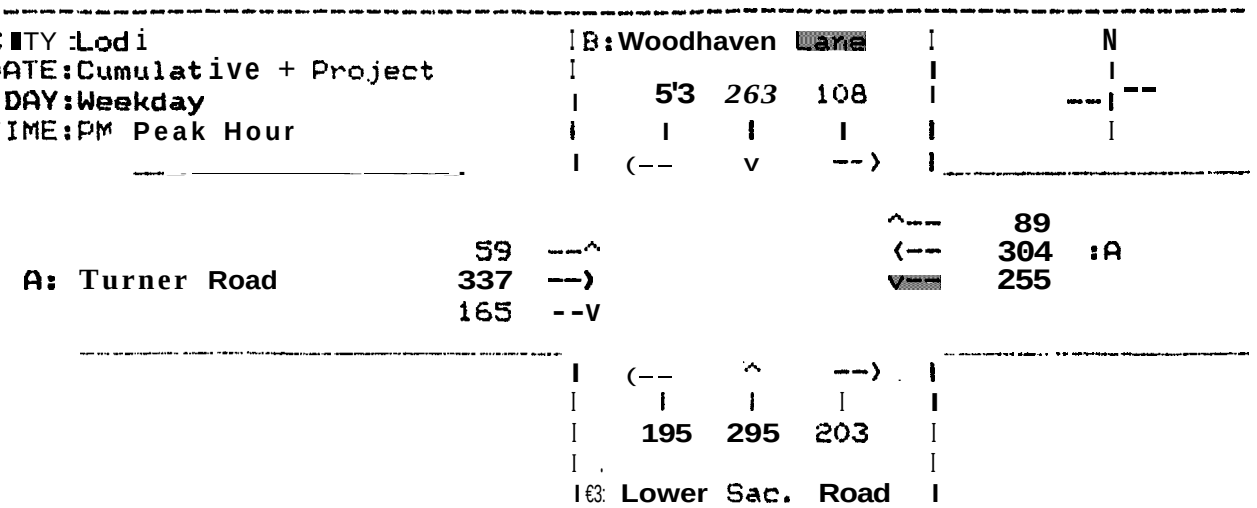
V/Cp	LoS
<0.61	A
0.61-0.70	B
0.71-0.80	C
0.81-0.90	D
0.91-1.00	E
>1.00	F

NOTE: Practical capacity is considered to be at a V/Cp of 0.80

Based upon "A Study of Four-Way Stop Intersection Capacities" by Jacques Herbert, Highway Research Record 27, HRB, 1963.

CAPACITY CALCULATIONS
4-LRNE x 4-LANE, FOUR-WRY STOP CONTROLLED INTERSECTION:,

CITY :Lodi
DATE:Cumulative + Project
DAY:Weekday
TIME:PM Peak Hour



"A" APPROACHES AS PERCENT OF TOTAL: 52 %
"B" APPROACHES AS PERCENT OF TOTAL: 48 %
S = 0.52

MAJOR: Turner Road MINOR: Woodhaven/Lower Sacrament

BASIC CAPACITY(Cb): 2891 veh./hour

RIGHT TURN FACTOR(R)

TOTAL RIGHT TURNS: 516 vph
TOTAL APPROACH VOLUME(V):2332 vph
R = 1.04

INTERFERENCE FACTOR(I)

Downtown = 0.9
Intermediate = 0.9 I= 1.0
Other areas = 1.0

TRUCK/BUS FACTOR(T)

TRUCKS AND BUSES AS PERCENT OF TOTAL TRAFFIC: 2 %
T = 0.98

POSSIBLE CAPACITY(Cp) = Cb*R*I*T = 2958 veh./hour

VOLUME TO CAPACITY RATIO(V/C) AND LEVEL OF SERVICE(LoS)

V/Cp=0.78

LoS= C

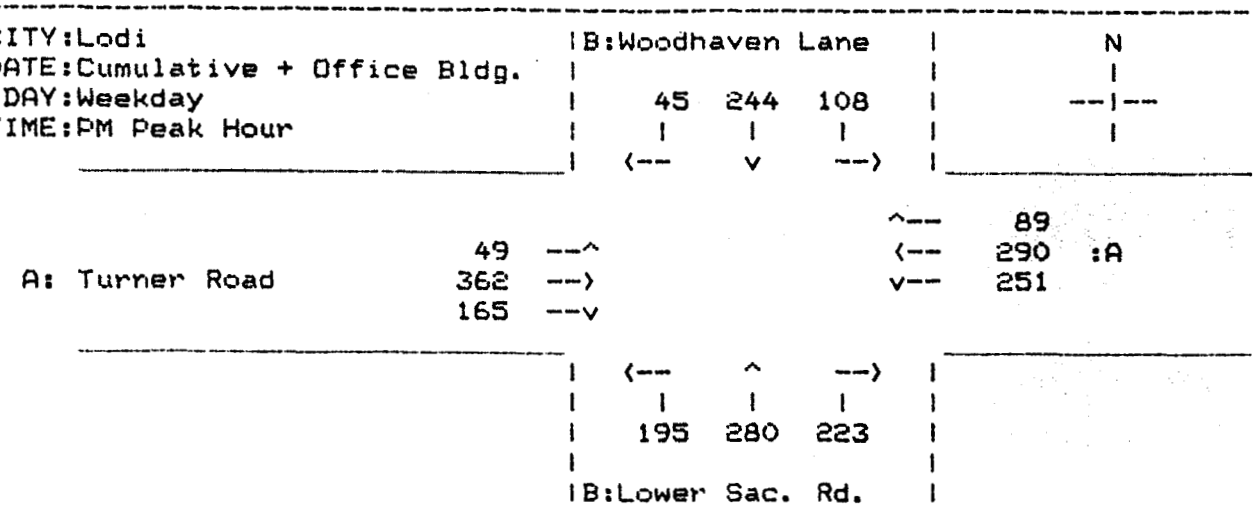
V/Cp	LoS
<0.61	A
0.61-0.70	B
0.71-0.80	C
0.81-0.90	D
0.91-1.00	E
>1.00	F

NOTE: Practical capacity is considered to be at a V/Cp of 0.80

Based upon "A Study of Four-Way Stop Intersection Capacities" by Jacques Herbert, Highway Research Record 27, HRB, 1963.

CAPACITY CALCULATIONS
4-LANE x 4-LANE, FOUR-WAY STOP CONTROLLED INTERSECTION

CITY:Lodi
DATE:Cumulative + Office Bldg.
DAY:Weekday
TIME:PM Peak Hour



"A" APPROACHES AS PERCENT OF TOTAL: 52 %
"B" APPROACHES AS PERCENT OF TOTAL: 48 % S = 0.52

MAJOR: Turner Road MINOR: Woodhaven/Lower Sac.

BASIC CAPACITY(Cb): 2869 veh./hour

RIGHT TURN FACTOR(R)

TOTAL RIGHT TURNS: 522 vph
TOTAL APPROACH VOLUME(V): 2301 vph
R = 1.04

INTERFERENCE FACTOR(I)

Downtown = 0.9
Intermediate = 0.9 I= 1.0
Other areas = 1.0

TRUCK/BUS FACTOR(T)

TRUCKS AND BUSES AS PERCENT OF TOTAL TRAFFIC: 2 %
T = 0.98

POSSIBLE CAPACITY(Cp) = Cb*R*I*T = 2940 veh./hour

VOLUME TO CAPACITY RATIO(V/C) AND LEVEL OF SERVICE(LoS)

V/Cp=0.78

LoS= C

V/Cp	LoS
(0.61	A
0.61-0.70	B
0.71-0.80	C
0.81-0.90	D
0.91-1.00	E
)1.00	F

NOTE: Practical capacity is considered to be at a V/Cp of 0.80

Based upon "A Study of Four-Way Stop Intersection Capacities" by Jacques Herbert, Highway Research Record 27, HRB, 1963.

HCM85 WORKSHEET FOR ANALYSIS OF "T" INTERSECTIONS

LOCATION: Lower Sacramento Rd. & W. Elm St. | BY: RKH
CITY: Lodi |
DATE: Existing |
TIME: PM Peak Hour |

HOURLY VOLUMES:

Major: Lower Sac. Rd.
Grade: 0% (--V5 347
N = 1 v--V4 49
434 V2--> N = 1
149 V3--v
(-- --> | |
V7 V9 Grade 0%
82 80
N = 1
Minor: W. Elm St.

VOLUMES IN PCPH:

(--V5 347
v--V4 54
434 V2-->
149 V3--v
(-- -->
v7 V9
90 88

VOLUME RDJUSTMENTS:

Movement No.	V2	V3	V4	V5	V7	V9
Volume(vph):	434	149	49	347	82	80
Volume(pcph):	==========		54	=====	90	88

RIGHT TURN FROM MINOR STREET

Conflicting Flow, Vc	508.	vph
Critical Gap, Tc	5.5	sec.
Potential Capacity, Cp	598	pcph
Actual Capacity, Cm	598	pcph

LEFT TURN FROM MAJOR STREET

Conflicting Flow, Vc	583	vph
Critical Gap, Tc	5.0	sec.
Potential Capacity, Cp	640	pcph
Percent of Cp Utilized	a x	Impedance Factor: 0.94
Actual Capacity, Cm	640	pcph

LEFT TURN FROM MINOR STREET

Conflicting Flow, Vc	904.	vph
Critical Gap, Tc	6.5	sec.
Potential Capacity, Cp	251	pcph
Actual Capacity, Cm	237	pcph

Do minor street movements share a lane? no (If yes, capacity = Csh)

RESERVE CQPQCITIES (Cr) QND LEVELS OF SERVICE (Lo~)

Movement No.	Volume (pcph)	Cm (pcph)	Csh (pcph)	Cr (pcph)	LoS	
7	90	237		147	D	
7+9	178		338	159		(D)
3	88	598		510	A	
4	54	640		586	(A)	

RKH - Civil and Transportation Engineering - Foster- City, California

HCM85 WORKSHEET FOR ANALYSIS OF "T" INTERSECTIONS

LOCATION: Lower Sacramento Rd. & W. Elm St. | BY: RKH
CITY: Lodi
DATE: Existing + Project
TIME: PM Peak Hour

HOURLY VOLUMES:

Major: Lower Sac. Rd.
Grade: 0% (--V5 427
N = 1 v--V4 59
512 V2--> N = 1
149 V3--v
(-- --)
V7 V9 Grade 0%
82 90
N = 1
Minor: W. Elm St.

VOLUMES IN PCPH:

(--V5 427
v--V4 65
512 V2-->
149 V3--v
(-- --)
V7 V9
90 99

VOLUME ADJUSTMENTS:

Movement No.	V2	V3	V4	V5	V7	V9
Volume(vph):	512	149	59	427	82	90
Volume(pcph):	==========		65	=====	90	99

RIGHT TURN FROM MINOR STREET

Conflicting Flow, Vc	586.	vph
Critical Gap, Tc	5.5	sec.
Potential Capacity, Cp	543	pcph
Actual Capacity, Cm	543	pcph

LEFT TURN FROM MAJOR STREET

Conflicting Flow, Vc	661	vph
Critical Gap, Tc	5.0	sec.
Potential Capacity, Cp	586	pcph
Percent of Cp Utilized	10	%
Actual Capacity, Cm	586	pcph

Impedance Factor:0.92

LEFT TURN FROM MINOR STREET

Conflicting Flow, Vc	1072	vph
Critical Gap, Tc	6.5	sec.
Potential Capacity, Cp	195	pcph
Actual Capacity, Cm	180	pcph

Do minor street movements share a lane? no (If yes, capacity = Csh)

RESERVE CAPACITIES (Cr) AND LEVELS OF SERVICE (LoS)

Movement No.	Volume (pcph)	Cm (pcph)	Csh (pcph)	Cr (pcph)	LoS
7	90	180		90	E
7+9	189		277	88	(E)
9	99	543		444	A
4	65	586		522	(A)

HCM85 WORKSHEET FOR ANALYSIS OF "T" INTERSECTIONS

LOCATION: Lower Sacramento Rd. & W. Elm St. | BY: RKH
CITY: Lodi
DATE: Existing + Office Building
TIME: PM Peak Hour

HOURLY VOLUMES:

Major: Lower Sac. Rd.
Grade: 0% (--V5 467
N = 1 v--V4 59
459 V2--) N = 1
149 V3--v
(-- --)
| |
V7 V9 Grade 0%
82 85
N = 1
Minor: W. Elm St.

VOLUMES IN PCPH:

(--V5 467
v--V4 65
459 V2--)
149 V3--v
(-- --)
| |
V7 V9
90 94

VOLUME ADJUSTMENTS:

Movement No.	V2	V3	V4	V5	V7	V9
Volume(vph):	459	149	59	467	82	85
Volume(pcph):	==========		65	=====	90	94

RIGHT TURN FROM MINOR STREET

Conflicting Flow, Vc	533.	vph
Critical Gap, Tc	5.5	sec.
Potential Capacity, Cp	579	pcph
Actual Capacity, Cm	579	pcph

LEFT TURN FROM MAJOR STREET

Conflicting Flow, Vc	608	vph
Critical Gap, Tc	5.0	sec.
Potential Capacity, Cp	622	pcph
Percent of Cp Utilized	9	%
Actual Capacity, Cm	622	pcph

Impedance Factor:0.93

LEFT TURN FROM MINOR STREET

Conflicting Flow, Vc	1059	vph
Critical Gap, Tc	6.5	sec.
Potential Capacity, Cp	198	pcph
Actual Capacity, Cm	185	pcph

Do minor **street** movements share a lane? yes (If yes, capacity = Csh)

RESERVE CAPACITIES (Cr) AND LEVELS OF SERVICE (LoS)

Movement No.	Volume (pcph)	Cm (pcph)	Csh (pcph)	Cr (pcph)	LoS
7	90	185		95	E
7+9	184		283	99	(E)
9	94	579		486	A
4	65	622		558	(A)

HCM85 WORKSHEET FOR ANALYSIS OF "T" INTERSECTIONS

LOCATION: Lower Sacramento Rd. & W. Elm St. | BY: RKH
CITY: Lodi
DATE: Cumulative
TIME: PM Peak Hour

HOURLY VOLUMES:
Major: Lower Sac. Rd.
Grade: 0% (--V5 600
N = 1 v--V4 64
617 V2--> N = 1
155 V3--v
(-- --)
V7 V9 Grade 0%
85 95
N = 1
Minor: W. Elm St.

VOLUMES IN PCPH:
(--V5 600
v--V4 70
617 V2-->
155 V3--v
(-- --)
V7 V9
94 105

VOLUME ADJUSTMENTS:

Movement No.	V2	V3	V4	V5	V7	V9
Volume(vph):	617	155	64	600	85	95
Volume(pcph):	==========		70	=====	94	105

RIGHT TURN FROM MINOR STREET

Conflicting Flow, Vc	694.	vph
Critical Gap, Tc	5.5	sec.
Potential Capacity, Cp	475	pcph
Actual Capacity, Cm	475	pcph

LEFT TURN FROM MAJOR STREET

Conflicting Flow, Vc	772	vph
Critical Gap, Tc	5.0	sec.
Potential Capacity, Cp	517	pcph
Percent of Cp Utilized	12	%
Actual Capacity, Cm	517	pcph

Impedance Factor:0.91

LEFT TURN FROM MINOR STREET

Conflicting Flow, Vc	1358	vph
Critical Gap, Tc	6.5	sec.
Potential Capacity, Cp	126	pcph
Actual Capacity, Cm	114	pcph

Do minor street movements share a lane? no (If yes, capacity = Csh)

RESERVE CAPACITIES (Cr) AND LEVELS OF SERVICE (LoS)

Movement No.	Volume (pcph)	Cm (pcph)	Csh (pcph)	Cr (pcph)	LoS
7	84	114		21	E
7+9	198		191	-0	(F)
9	105	475		370	B
4	70	517		447	(A)

HCM85 WORKSHEET FOR ANALYSIS OF "T" INTERSECTIONS

LOCATION: Lower Sacramento Rd. & W. Elm St. | BY: RKH
CITY: Lodi
DATE: Cumulative + Project
TIME: PM Peak Hour

HOURLY VOLUMES:

Major: Lower Sac. Rd.
Grade: 0% (--V5 680
N = 1 v--V4 74
695 V2--> N = 1
155 V3--v
(-- --)
| |
V7 V9 Grade 0%
85 105
N = 1
Minor: W. Elm St.

VOLUMES IN PCPH:

(--V5 680
v--V4 81
695 V2-->
155 V3--v
(-- -->
| |
V7 V9
94 116

VOLUME ADJUSTMENTS:

Movement No.	V2	V3	V4	V5	V7	V9
Volume(vph):	695	155	74	680	85	105
Volume(pcph):	==========		81	=====	94	116

RIGHT TURN FROM MINOR STREET

Conflicting Flow, Vc	772.	vph
Critical Gap, Tc	5.5	sec.
Potential Capacity, Cp	431	pcph
Actual Capacity, Cm	431	pcph

LEFT TURN FROM MAJOR STREET

Conflicting Flow, Vc	850	vph
Critical Gap, Tc	5.0	sec.
Potential Capacity, Cp	473	pcph
Percent of Cp Utilized	16	%
Actual Capacity, Cm	473	pcph

Impedance Factor:0.88

LEFT TURN FROM MINOR STREET

Conflicting Flow, Vc	1526	vph
Critical Gap, Tc	6.5	sec.
Potential Capacity, Cp	97	pcph
Actual Capacity, Cm	86	pcph

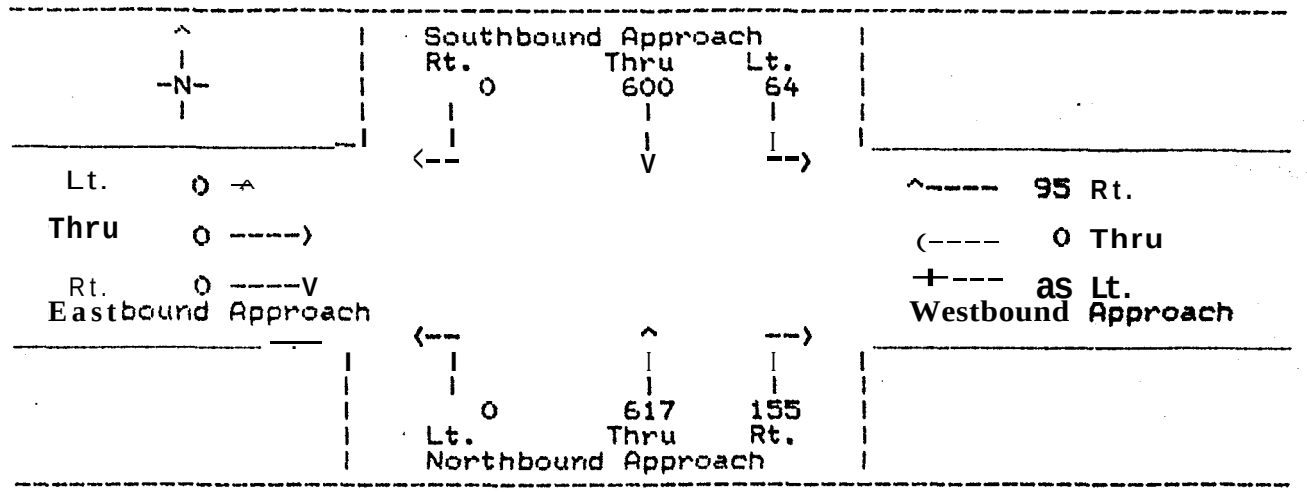
Do minor street movements share a lane? no (If yes, capacity = Csh)

RESERVE CAPACITIES (Cr) AND LEVELS OF SERVICE (LoS)

Movement No.	Volume (pcph)	Cm (pcph)	Csh (pcph)	Cr (pcph)	LoS	
7	94	86		-0	F	
7+9	209		154	-0		F
9	116	431		315	B	
4	81	473		392	B	

TRAFFIC SIGNAL ANALYSIS WORKSHEET
(Critical Movement Methodology)

INTERSECTION: Lower Sacramento Rd. & W. Elm St. CITY: Lodi
DATE: Cumulative DAY: Weekday
TIME: PM Peak Hour



STREET NAME	DIR	APPROACH VOLUME	APPROACH LANES	LANE VOLUMES
Lower Sacramento	NB	0 L		0
		617 L+T		0
		772 L+T+R		0
		617 T	1	617
		772 T+R		0
		155 R	1	70 *
	EB	0 L		0
		0 L+T		0
		0 L+T+R		0
		0 T		0
		0 T+R		0
		0 R		0
Lower Sacramento	SB	64 L	1	64
		664 L+T		0
		664 L+T+R		0
		600 T	1	600
		600 T+R		0
		0 R		0
W. Elm St.	WB	85 L	1	85
		85 L+T		0
		180 L+T+R		0
		0 T		0
		95 T+R		0
		95 R	1	31 *

* adjusted for turn on red

SPLIT PHASE? NB-SB EB-WB

LANE VOLUME TOTALS: 681 600 85 31

CRITICAL VOLUMES: 681 85

CYCLE LENGTH: 60 sec.

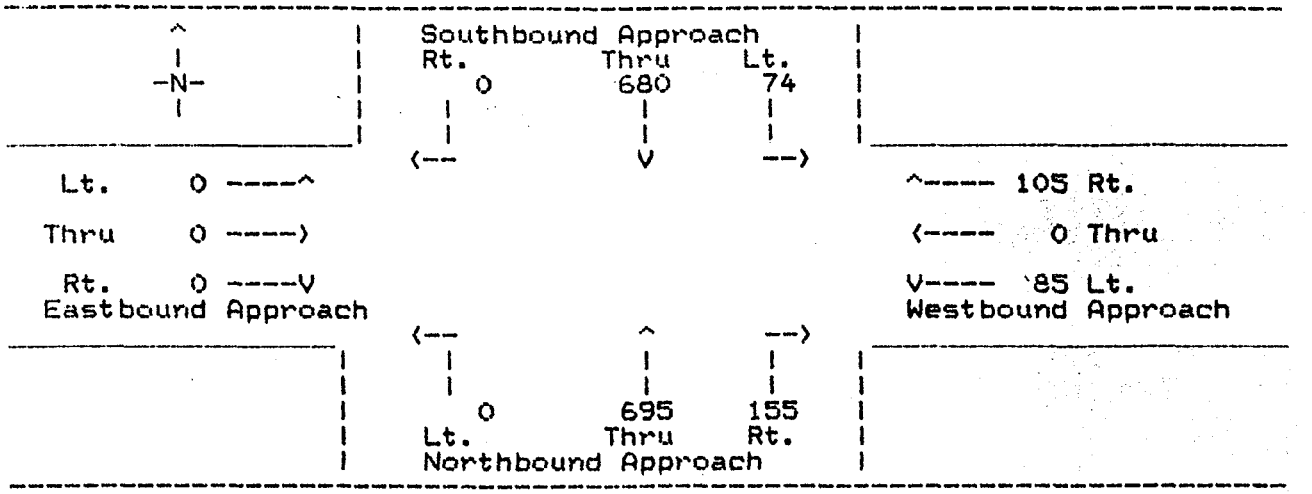
CRITICAL PHASES: 3

CRITICAL LANE VOLUME TOTAL: 766
CAPACITY: 1485
V/C: 0.52
LoS: A

COMMENTS:

TRAFFIC SIGNAL ANALYSIS WORKSHEET
(Critica. Movement Methodology)

INTERSECTION: Lower Sacramento Rd. & W. Elm St. CITY: Lodi
DATE: Cumulative + Project DAY: Weekday
TIME: PM Peak Hour



STREET NAME	DIR	APPROACH VOLUME	LANES	LANE VOLUMES
Lower Sacramento	NB	0 L		0
		695 L+T		0
		850 L+T+R		0
		695 T	1	695
		850 T+R		0
		155 R	1	70 *
	EB	0 L		0
		0 L+T		0
		0 L+T+R		0
		0 T		0
		0 T+R		0
		0 R		0
Lower Sacramento	SB	74 L	1	74
		754 L+T		0
		754 L+T+R		0
		680 T	1	680
		680 T+R		0
		0 R		0
W. Elm St.	WB	85 L	1	85
		85 L+T		0
		190 L+T+R		0
		0 T		0
		105 T+R		0
		105 R	1	31 *

* adjusted for turn on red

SPLIT PHASE? NB-SB EB-WB

LANE VOLUME TOTALS: 769 680 85 31

CRITICAL VOLUMES: 769 85

CYCLE LENGTH: 60 sec.

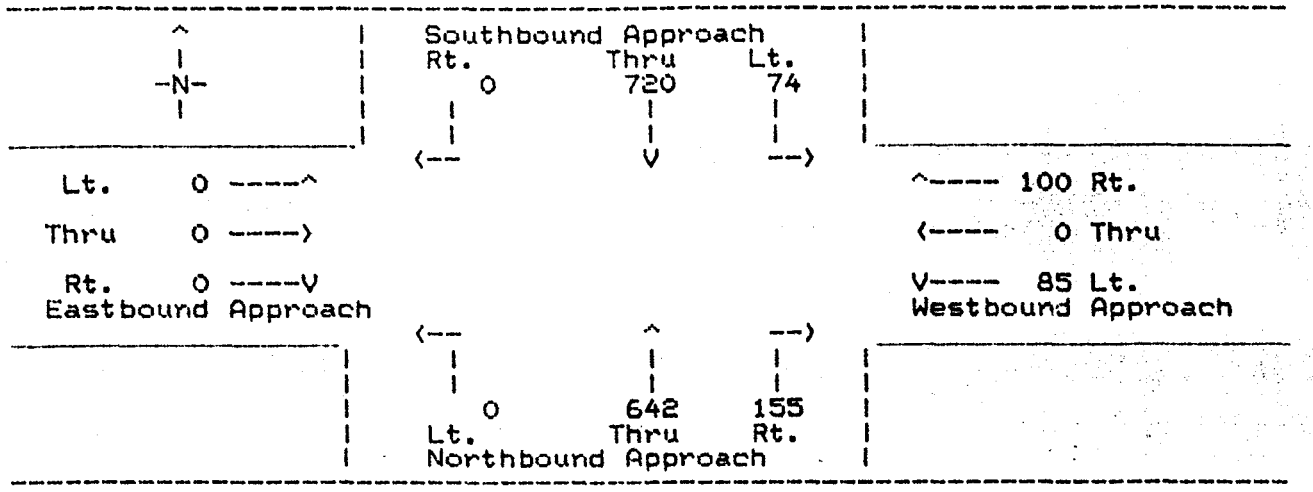
CRITICAL PHASES: 3

CRITICAL LANE VOLUME TOTAL: 854
CAPACITY: 1485
V/C: 0.58
LoS: A

COMMENTS:

TRAFFIC SIGNAL ANALYSIS WORKSHEET
(Critical Movement Methodology)

INTERSECTION: Lower Sacramento Rd. & W. Elm St. CITY: Lodi
DATE: Cumulative + Office Building DAY: Weekday
TIME: PM Peak Hour



STREET NAME	DIR	APPROACH VOLUME	LANES	LANE VOLUMES
Lower Sacramento	NB	0 L		0
		642 L+T		0
		797 L+T+R		0
		642 T	1	642
		797 T+R		0
		155 R	1	70 *
	EB	0 L		0
		0 L+T		0
		0 L+T+R		0
		0 T		0
		0 T+R		0
		0 R		0
Lower Sacramento	SB	74 L	1	74
		794 L+T		0
		794 L+T+R		0
		720 T	1	720
		720 T+R		0
		0 R		0
W. Elm St.	WB	85 L	1	85
		85 L+T		0
		185 L+T+R		0
		0 T		0
		100 T+R		0
		100 R	1	26 *

* adjusted for turn on red

SPLIT PHASE? NB-SB EB-WB

LANE VOLUME TOTALS: 716 720 85 26

CRITICAL VOLUMES: 720 85

CYCLE LENGTH: 60 sec.

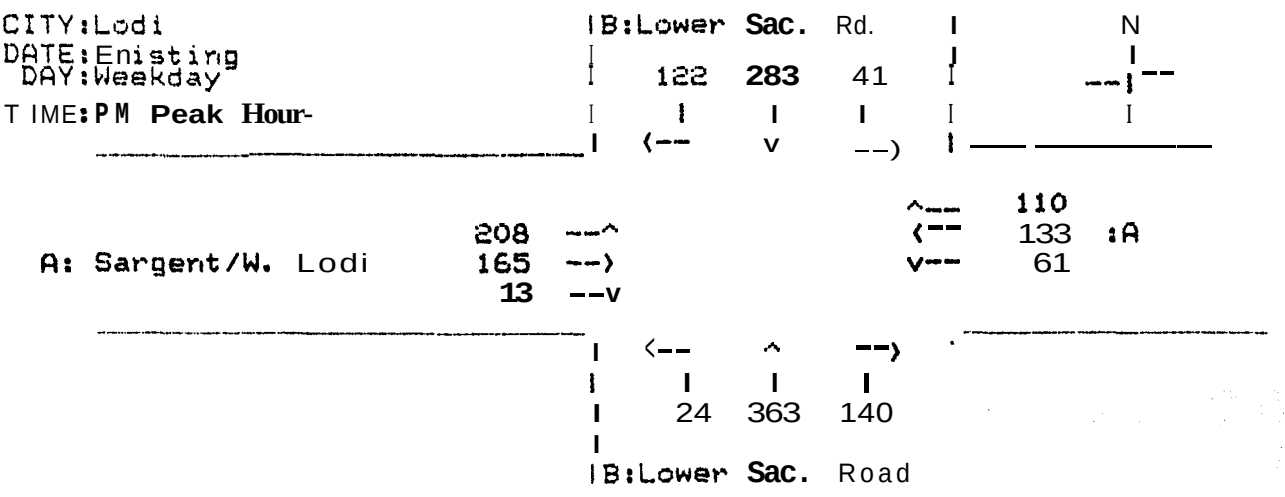
CRITICAL PHASES: 3

CRITICAL LANE VOLUME TOTAL: 805
CAPACITY: 1485
V/C: 0.54
LoS: A

COMMENTS:

CRPRCITY CRLCULRTIONS
4-LQNE x 4-LANE, FOUR-WRY STOP CONTROLLED INTERSECTION

CITY:Lodi
DATE:Enisting
DAY:Weekday
TIME:PM Peak Hour-



"GI" APPROACHES AS PERCENT OF TOTAL: 41 %
"B" APPROACHES AS PERCENT OF TOTRL: 59 %
S = 0.59

MAJOR: Lower Sac. Rd. MINOR. Sargent/W. Lodi

BASIC CAPACITY(Cb): 2674 veh./hour

RIGHT TURN FACTOR(R)

TOTAL RIGHT TURNS: 385 vph
TOTAL APPROACH VOLUME(V): 1663 vph
R = 1.04

INTERFERENCE FACTOR(I)

Downtown = 0.9
Intermediate = 0.9 I= 1.0
Other areas = 1.0

TRUCK/BUS FACTOR(T)

TRUCKS AND BUSES AS PERCENT OF TOTAL TRAFFIC: 2 %
T = 0.98

POSSIBLE CAPACITY(Cp) = Cb*R*I*T = 2742 veh./hour

VOLUME TO CAPACITY RATIO(V/C) AND LEVEL OF SERVICE(LoS)

V/Cp=0.60
LoS= B

V/Cp	LoS
(0.61	A
0.61-0.70	B
0.71-0.80	C
0.81-0.90	D
0.91-1.00	E
)1.00	F

NOTE: Practical capacity is considered to be at a V/Cp of 0.80

Based upon "A Study of Four-Way Stop Intersection Capacities" by Jacques Herbert, Highway Research Record 27, HRB, 1963.

CAPACITY CALCULATIONS
4-LANE x 4-LANE, FOUR-WAY STOP CONTROLLED INTERSECTION

CITY:Lodi
DATE:Existing + Project
DAY:Weekday
TIME:PM Peak Hour

B:Lower Sac. Rd.: 122 (<--) 353 (v) 51 (-->)

N

A: Sargent/W. Lodi: 208 (-->^) 165 (-->) 13 (-->v); 12Q (^--) 133 (<--) 61 (v--) :A

B:Lower Sac. Road: 24 (<--) 431 (^) 140 (-->)

"A" APPROACHES AS PERCENT OF TOTAL: 38 %
"B" APPROACHES AS PERCENT OF TOTAL: 62 %

S = 0.62

MAJOR: Lower Sac. Rd. MINOR: Sargent/W. Lodi

BASIC CAPACITY(Cb): 2594 veh./hour

RIGHT TURN FACTOR(R)

TOTAL RIGHT TURNS: 395 vph
TOTAL APPROACH VOLUME(V): 1821 vph
R = 1.04

INTERFERENCE FACTOR(I)

Downtown = 0.9
Intermediate = 0.9
Other areas = 1.0
I= 1.0

TRUCK/BUS FACTOR(T)

TRUCKS AND BUSES AS PERCENT OF TOTAL TRAFFIC: 2 %
T = 0.98

POSSIBLE CAPACITY(Cp) = Cb*R*I*T = 2652 veh./hour

VOLUME TO CAPACITY RATIO(V/C) AND LEVEL OF SERVICE(LoS)

V/Cp=0.68

LoS= B

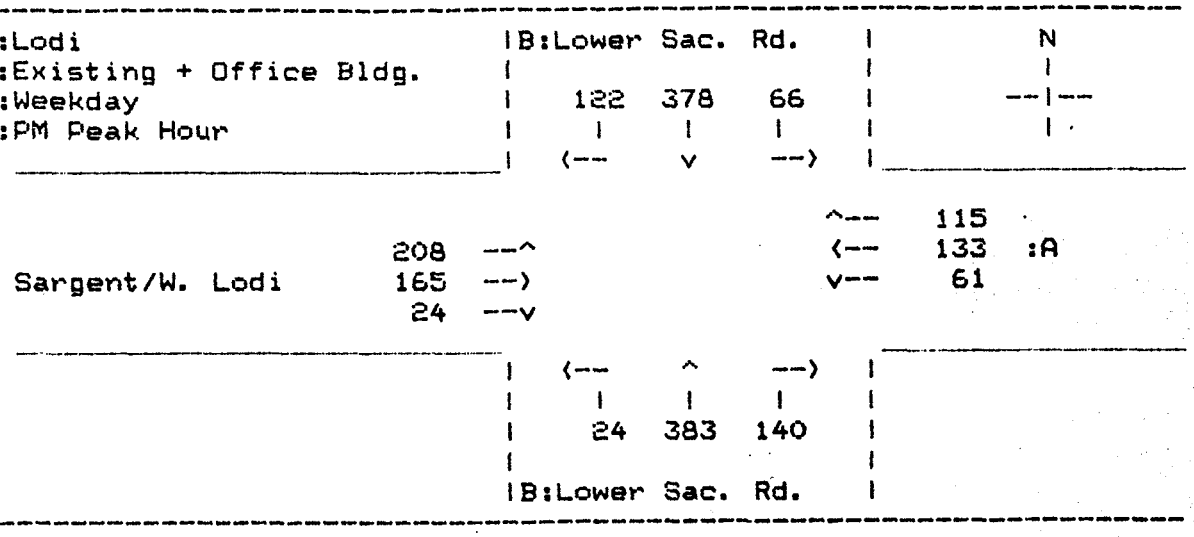
V/Cp	LoS
<0.61	A
0.61-0.70	B
0.71-0.80	C
0.81-0.90	D
0.91-1.00	E
>1.00	F

NOTE: Practical capacity is considered to be at a V/Cp of 0.80

Based upon "A Study of Four-Way Stop Intersection Capacities" by Jacques Herbert, Highway Research Record 27, HRB, 1963.

CAPACITY CALCULATIONS
4-LANE x 4-LANE, FOUR-WAY STOP CONTROLLED INTERSECTION

CITY:Lodi
DATE:Existing + Office Bldg.
DAY:Weekday
TIME:PM Peak Hour



"A" APPROACHES AS PERCENT OF TOTAL: 39 %
"B" APPROACHES AS PERCENT OF TOTAL: 61 %

S = 0.61

MAJOR: Lower Sac. Rd. MINOR: Sargent/W. Lodi

BASIC CAPACITY(Cb): 2603 veh./hour

RIGHT TURN FACTOR(R)

TOTAL RIGHT TURNS: 401 vph
TOTAL APPROACH VOLUME(V): 1819 vph
R = 1.04

INTERFERENCE FACTOR(I)

Downtown = 0.9
Intermediate = 0.9
Other areas = 1.0

I= 1.0

TRUCK/BUS FACTOR(T)

TRUCKS AND BUSES AS PERCENT OF TOTAL TRAFFIC: 2 %
T = 0.98

POSSIBLE CAPACITY(Cp) = Cb*R*I*T = 2664 veh./hour

VOLUME TO CAPACITY RATIO(V/C) AND LEVEL OF SERVICE(LoS)

V/Cp=0.68

LoS= B

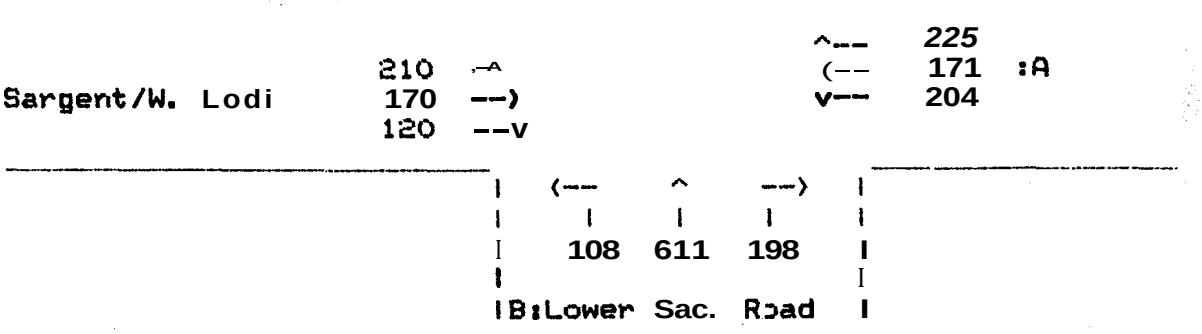
V/Cp	LoS
(0.61	A
0.61-0.70	B
0.71-0.80	C
0.81-0.90	D
0.91-1.00	E
)1.00	F

NOTE: Practical capacity is considered to be at a V/Cp of 0.80

Based upon "A Study of Four-Way Stop Intersection Capacities" by Jacques Herbert, Highway Research Record 27, HRB, 1963.

CAPACITY CALCULATIONS
4-LANE x 4-LANE, FOUR-WAY STOP CONTROLLED INTERSECTION

CITY:Lodi
DATE:Cumulative
DAY:Weekday
TIME:PM Peak Hour



"A" RPPRORCHES AS PERCENT OF TOTAL: 39 %
"B" FJPPROFICHES AS PERCENT OF TOTFSL: 61 %
S = 0.61

MAJOR: Lower Sac. Rd. MINOR: Sargent/W. Lodi

BASIC CAPACITY(Cb): 2606 veh./hour

RIGHT TURN FACTOR(R)

TOTAL RIGHT TURNS: 668 vph
TOTAL APPROACH VOLUME(V): 2825 vph
R = 1.04

INTERFERENCE FACTOR(I)

Downtown = 0.9
Intermediate = 0.9 I= 1.0
Other areas = 1.0

TRUCK/BUS FACTOR(T)

TRUCKS AND BUSES AS PERCENT OF TOTAL TRAFFIC: 2 %
T = 0.98

POSSIBLE CAPACITY(Cp) = Cb*R*I*T = 2675 veh./hour

VOLUME TO CAPACITY RATIO(V/C) AND LEVEL OF SERVICE(LoS)

V/Cp=1.05
LoS= F

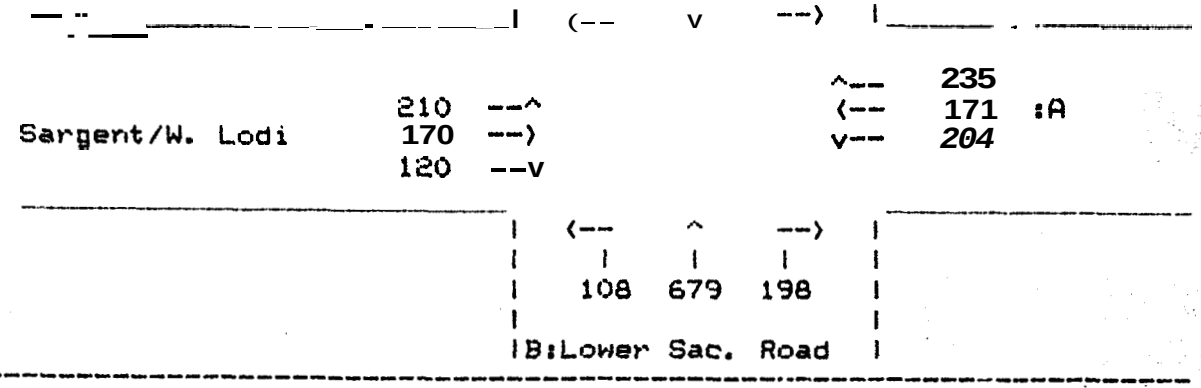
V/Cp	LoS
(0.61	A
0.61-0.70	B
0.71-0.80	C
0.81-0.90	D
0.91-1.00	E
)1.00	F

NOTE: Practical capacity is considered to be at a V/Cp of 0.80

Based upon "A Study of Four-Way Stop Intersection Capacities" by Jacques Herbert, Highway Research Record 27, HRB, 1963.

CAPACITY CALCULATIONS
4-LANE x 4-LANE, FOUR-WAY STOP CONTROLLED INTERSECTION

CITY:Lodi
DATE:Cumulative + Project
DAY:Weekday
TIME:PM Peak Hour



"A" APPROACHES AS PERCENT OF TOTAL: 37 %
"B" APPROACHES AS PERCENT OF TOTAL: 63 %
S = 0.63

MAJOR: Lower Sac. Rd. MINOR: Sargent/W. Lodi

BASIC CAPACITY(Cb): 2565 veh./hour

RIGHT TURN FACTOR(R)

TOTAL RIGHT TURNS: 678 vph
TOTAL APPROACH VOLUME(V): 2983 vph
R = 1.04

INTERFERENCE FACTOR(I)

Downtown = 0.9
Intermediate = 0.9 I= 1.0
Other areas = 1.0

TRUCK/BUS FACTOR(T)

TRUCKS AND BUSES AS PERCENT OF TOTAL TRAFFIC: 2 %
T = 0.98

POSSIBLE CAPACITY(Cp) = Cb*R*I*T = 2628 veh./hour

VOLUME TO CAPACITY RATIO(V/C) AND LEVEL OF SERVICE(LoS)

V/Cp=1.13

LoS= F

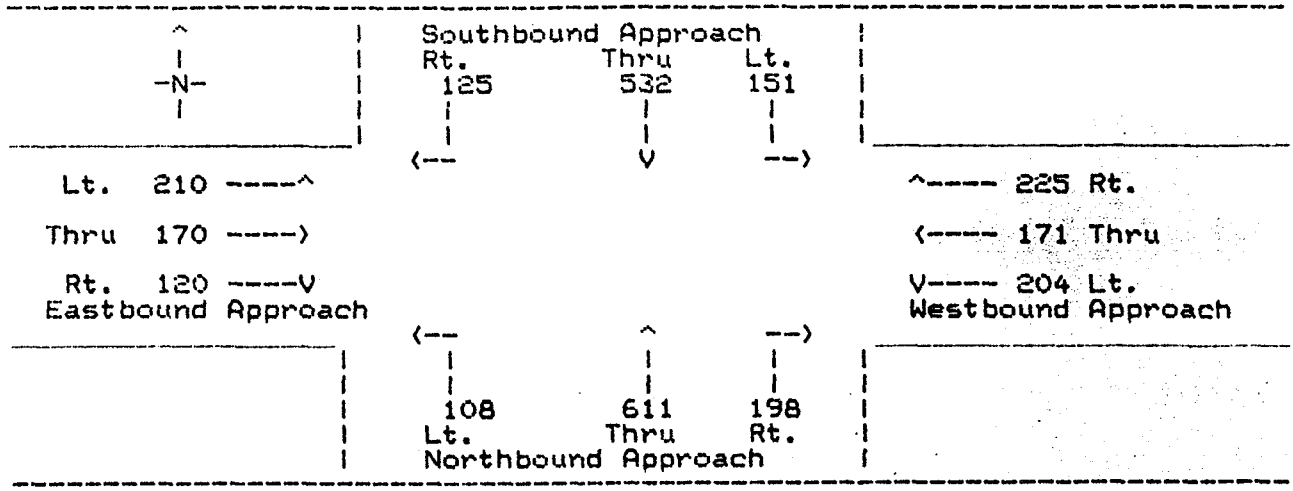
V/Cp	LoS
(0.61	A
0.61-0.70	B
0.71-0.80	C
0.81-0.90	D
0.91-1.00	E
)1.00	F

NOTE: Practical capacity is considered to be at a V/Cp of 0.80

Based upon "A Study of Four-Way Stop Intersection Capacities" by Jacques Herbert, Highway Research Record 27, HRB, 1963.

TRAFFIC SIGNAL ANALYSIS WORKSHEET
(Critical Movement Methodology)

INTERSECTION: Lower Sacramento/W. Lodi CITY:Lodi
DATE: Cumulative DAY:Weekday
TIME: PM Peak Hour



STREET NAME	DIR	APPROACH VOLUME		LANES	LANE VOLUMES
Lower Sacramento	NB	108	L	1	108
		719	L+T		0
		917	L+T+R		0
		611	T	1	611
		809	T+R		0
		198	R	1	0 *
Sargent Road	EB	**210**	L	1	210
		380	L+T		0
		500	L+T+R		*0*
		170	T	1	**170**
		290	T+R		0
		120	R	1	12 *
Lower Sacramento	SB	151	L	1	151
		683	L+T		0
		808	L+T+R		0
		532	T		0
		657	T+R	1	657
		125	R		0
W. Lodi Ave.	WB	204	L	1	204
		375	L+T		0
		600	L+T+R		0
		171	T	1	171
		396	T+R		0
		225	R	1	74 *

* adjusted for turn on red

SPLIT PHASE? NB-SB EB-WB

LANE VOLUME TOTALS: 762 765 374 381

CRITICAL VOLUMES: 765 381

CYCLE LENGTH: 100 sec.

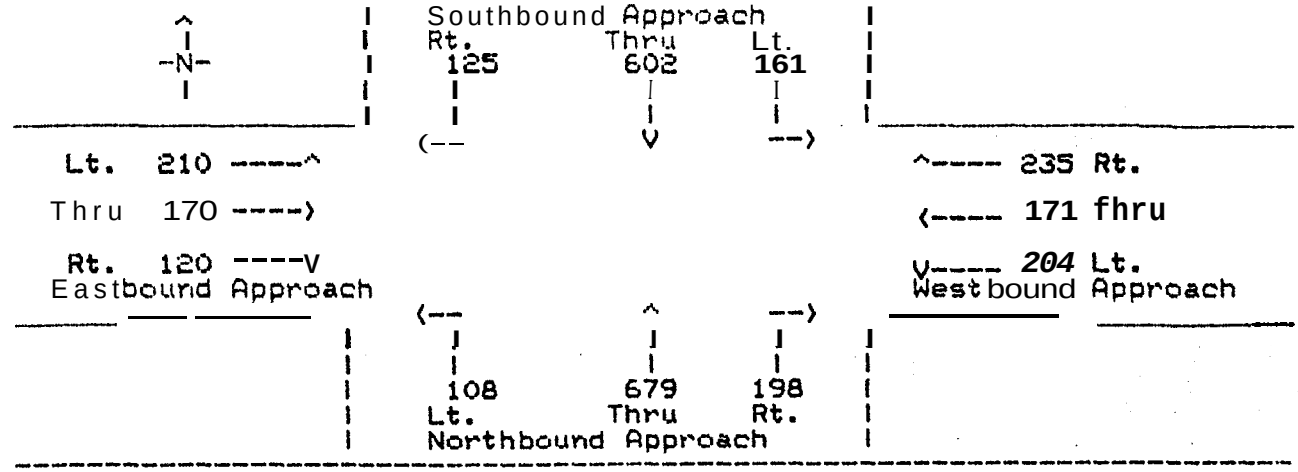
CRITICAL PHASES: 4

CRITICAL LANE VOLUME TOTAL: 1146
CAPACITY: 1548
V/C: 0.74
LoS: C

COMMENTS:

TROFFIC SIGNFIL QNFILYSIS WORKSHEET
(Critical Movement **Methodology)**

INTERSECTION: Lower Sacramento/W. Lodi CITY:Lodi
DATE: **Cumulative** + Project DAY:Weekday
TIME: PM **Peak** Hour



STREET NAME	DIR	APPROACH VOLUME	LANES	LANE VOLUMES
Lower Sacramento	NB	108 L	1	108
		787 L+T		0
		985 L+T+R		0
		679 T	1	679
		877 T+R		0
		198 R	1	0 *
Sargent Road	EB	210 L	1	210
		380 L+T		0
		500 L+T+R		0
		170 T	1	170
		290 T+R		0
		120 R	1	12 *
Lower Sacramento	SB	161 L	1	161
		763 L+T		0
		888 L+T+R		0
		602 T		0
		727 T+R	1	727
		125 R		0
W. Lodi Ave.	WB	204 L	1	204
		375 L+T		0
		610 L+T+R		0
		171 T	1	171
		406 T+R		0
		235 R	1	74 *

* adjusted for turn on red

SPLIT PHASE? NB-SB EB-WB

LANE VOLUME TOTALS: 840 835 374 381

CRITICAL VOLUMES: 840 381

CYCLE LENGTH: 120 sec.

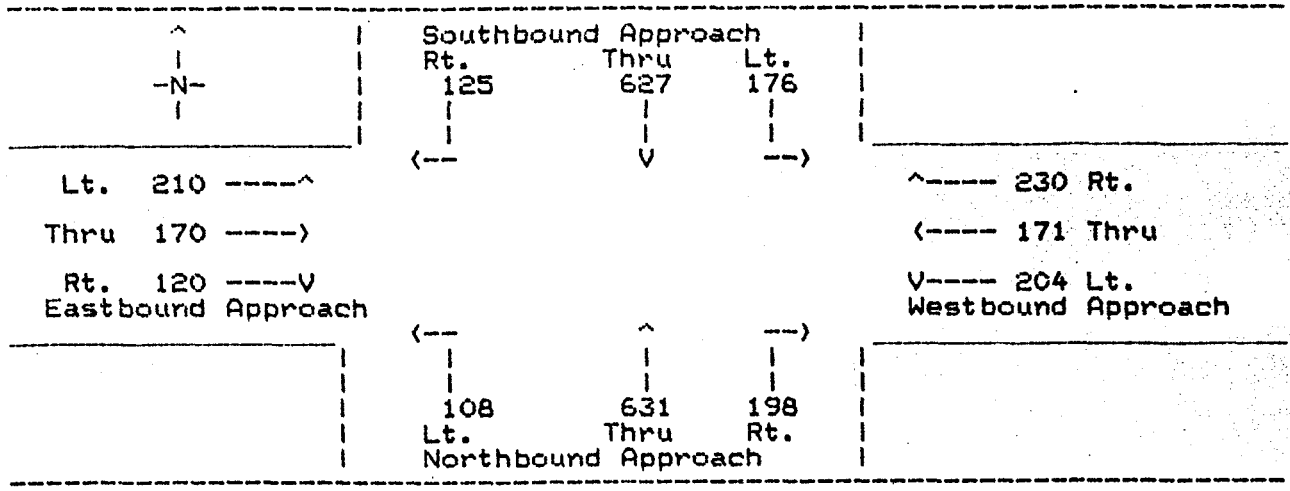
CRITICAL PHASES: 4

CRITICAL LANE VOLUME TOTAL: 1221
CAPACITY: 1590
V/C: 0.77
LoS: C

COMMENTS :

TRAFFIC SIGNAL ANALYSIS WORKSHEET
(Critical Movement Methodology)

INTERSECTION: Lower Sacramento Rd. & W. Lodi Av CITY: Lodi
DATE: Cumulative + Office Building DAY: Weekday
TIME: PM Peak Hour



STREET NAME	DIR	APPROACH VOLUME		LANES	LANE VOLUMES				
		108	L	1		108			
		739	L+T			0			
Lower Sacramento	NB	937	L+T+R		0				
		631	T	1	631				
		829	T+R		0				
		198	R	1	0 *				
		210	L	1					210
		380	L+T						0
Sargent Road	EB	500	L+T+R				0		
		170	T	1			170		
		290	T+R				0		
		120	R	1			12 *		
		176	L	1	176				
		803	L+T		0				
Lower Sacramento	SB	928	L+T+R			0			
		627	T			0			
		752	T+R	1		752			
		125	R			0			
		204	L	1			204		
		375	L+T				0		
W. Lodi Ave.	WB	605	L+T+R						0
		171	T	1					171
* adjusted for		401	T+R						0
turn on red		230	R	1					54 *
SPLIT PHASE?		LANE VOLUME TOTALS:			807	860	374		381
NB-SB									
EB-WB		CRITICAL VOLUMES:				860			381

CYCLE LENGTH: 120 sec.

CRITICAL PHASES: 4

CRITICAL LANE VOLUME TOTAL: 1241
CAPACITY: 1590
V/C: 0.78
LoS: C

COMMENTS:

APPENDIX E

SIGNAL WARRANTS WORKSHEETS

TRAFFIC SIGNAL WARRANTS
URBAN LOCATION

Figure 9-1D*

INTERSECTION: Turner Road & Woodhaven/Lower Sacramento
LOCATION: Lodi
CONDITIONS: 1988 Existing

BY: RKH
DATE: 21-Feb-89

Minimum Vehicular Volume Warrant

Number of lanes of moving traffic on each approach:		Minimum Required Estimated Average Daily Traffic		Actual or Projected Average Daily Traffic		Warrant Met?
Major Street	Minor Street	Major Street**	Minor Street***	Major Street	Minor Street	
2 or more	2 or more	9600	2240	3100	1700	No

** Total of both approach volumes
*** Higher volume approach (one direction) plus heavier left turn movement from major street if separate left left turn signal phase is proposed

Interruption of Continuous Traffic

Number of lanes of moving traffic on each approach:		Minimum Required Estimated Average Daily Traffic		Actual or Projected Average Daily Traffic		Warrant Met?
Major Street	Minor Street	Major Street**	Minor Street***	Major Street	Minor Street	
2 or more	2 or more	14400	1600	3100	1700	No

** Total of both approach volumes
*** Higher volume approach (one direction) plus heavier left turn movement from major street if separate left left turn signal phase is proposed

Combination

Minim Vehicular Volume Want

	Major Street	Minor Street	Total	Warrant Met?
Percent fullfilled:	32.3%	75.9%	54.1%	

Interruption of Continuous Traffic

	Major Street	Minor Street	Total	Warrant Met?
Pemt fullfilled:	21.5%	100.0%	60.8%	No

Combination warrant satisfied if Box of individual warrant fulfilled

* Caltrans, "Traffic Manual," Chapter 9, dated 2-4-87.

PEAK HOUR VOLUME TRAFFIC SIGNAL WARRANTS
URBAN LOCATION
Figure 9-2C*

INTERSECTION: Turner Road & Woodhaven/Lower Sacramento
LOCATION: Lodi
CONDITIONS: 1988 Existing

BY: RKH
DATE:21-Feb-89

Morning Peak Hour: 8-9 AM

Turner Road — Major Street

Approaches	Dir.	Vol.	Lanes
	EB	0	2
	WB	0	2
Total:		0	2 or more

Woodhaven/Lower Sacramento — Minor Street

Approaches	Dir.	Vol.	Lanes
	SB	0	2
	NB	0	2
	EBLT	0	
	WBLT	0	
Maximum: (Max. thru + max. Left turn)		0	2 or more

Minimum Volume Warrant	Warrant Met?
ERR	ERR

Afternoon Peak Hour:5-6 PM

Turner Road — kjor Street

Approaches	Dir.	Vol.	Lanes
	EB	219	2
	WB	402	2
Total:		621	2 or more

Woodhaven/Lower Sacramento — Minor Street [redacted]

Approaches	Dir.	Vol.	Lam
	SB	249	2
	NB	334	2
	EBLT	0	
	WBLT	0	
Maximum: (Max. thru + max. left turn)		334	2 or more

Minimum Volume Warrant	Warrant Net?
580	No

*Caltrans, "Traffic Manual," Chapter 9, dated 2-4-87.

TRAFFIC SIGNAL WARRANTS
URBAN LOCATION
Figure 9-1D*

INTERSECTION: Turner Road & Woodhaven/Lower Sacramento
LOCATION: Lodi
CONDITIONS: Cumulative

BY: RKH
DATE: 21-Feb-89

Minimum Vehicular Volume Warrant

Number of lanes of moving traffic on each approach:		Minimum Required Estimated Average Daily Traffic		Actual or Projected Average Daily Traffic		Warrant Met?
Major Street	Minor Street	Major Street**	Minor Street***	Major Street	Minor Street	
2 or more	2 or more	9600	2240	4500	4500	No

** Total of both approach volumes
*** Higher volume approach (one direction) plus heavier left turn movement from major street if separate left left turn signal phase is proposed

Interruption of Continuous Traffic

Number of lanes of moving traffic on each approach:		Minimum Required Estimated Average Daily Traffic		Actual or Projected Average Daily Traffic		Warrant Met?
Major Street	Minor Street	Major Street**	Minor Street***	Major Street	Minor Street	
2 or more	2 or more	14400	1600	4500	4500	NO

** Total of both approach volumes
*** Higher volume approach (one direction) plus heavier left turn movement from major street if separate left left turn signal phase is proposed

Combination

Minimum Vehicular Volume Warrant

	Major Street	Minor Street	Total
Percent fullfilled:	46.9%	100.0%	73.4%

Interruption of Continuous Traffic

	Major Street	Minor Street	Total	Warrant Met?
Percent fullfilled:	31.3%	100.0%	65.6%	No

Combination warrant satisfied if 80% of individual warrant fulfilled

* Caltrans, "Traffic Manual," Chapter 9, dated 2-4-87.

PEAK HOUR VOLUME TRAFFIC SIGNAL WARRANTS
URBAN LOCATION
Figure 9-20

INTERSECTION: Turner Road & Woodhaven/Lower Sacramento
LOCATION: Lodi
CONDITIONS: Cumulative

BY: RKH
DATE:21-Feb-89

Morning Peak Hour: 8-9 AM

Turner Road — Major street				Woodhaven/Lower Sacramento — Minor Street					
Approaches				Approaches					
Dir.	Vol.	Lanes		Dir.	Vol.	Lanes			
EB	0	2		SB	0	2			
WB	0	2		NB	0	2			
				EBLT	0			Minimum Volume Warrant	Warrant Met?
Total:	0	2 or more		WBLT	0				
				Maximum: (Max. thru + max. left turn)	0	2 or more		ERR	ERR

Afternoon Peak Hour:5-6 PM

Turner Road — Major Street				Woodhaven/Lower Sacramento — Minor Street					
Approaches				Approaches					
Dir.	Vol.	Lanes		Dir.	Vol.	Lanes			
EB	521	2		SB	392	2			
WB	374	2		NB	653	2			
				EBLT	0			Minimum Volume Warrant	Warrant Met?
Total:	895	2 or more		WBLT	236				
				Maximum: (Max. thru + max. left turn)	889	2 or more		450	Yes

* Caltrans, "Traffic Manual," Chapter 9, dated 2-4-87.

TRAFFIC SIGNAL WARRANTS
URBAN LOCATION
Figure 9-1D*

INTERSECTION: Turner Road & Woodhaven/Lower Sacramento — BY: RKH
LOCATION: Lodi — DATE: 21-Feb-89
CONDITIONS: Cumulative + Project

Minimum Vehicular Volume Warrant

Number of lanes of moving traffic on each approach:		Minimum Required Estimated Average Daily Traffic		Actual or Projected Average Daily Traffic		Warrant Met?
Major Street	Minor Street	Major Street**	Minor Street***	Major Street	Minor Street	
2 or more	2 or more	9600	2240	4800	4800	No

** Total of both approach volumes
*** Higher volume approach (one direction) plus heavier left turn movement from major street if separate left left turn signal phase is proposed

Interruption of Continuous Traffic

Number of lanes of moving traffic on each approach:		Minimum Required Estimated Average Daily Traffic		Actual or Projected Average Daily Traffic		Warrant Met?
Major Street	Minor Street	Major Street**	Minor Street***	Major Street	Minor Street	
2 or more	2 or more	14400	1600	4800	4800	No

** Total of both approach volumes
*** Higher volume approach (one direction) plus heavier left turn movement from major street if separate left left turn signal phase is proposed

Combination

Minimum Vehicular Volume Warrant

	Major Street	Minor Street	Total
Percent fullfilled:	50.0%	100.0%	75.0%

Interruption of Continuous Traffic

	Major Street	Minor Street	Total
Percent fullfilled:	33.3%	100.0%	66.7%

Warrant Met?: No

Combination warrant satisfied if 80% of individual warrant fulfilled

* Caltrans, "Traffic Manual," Chapter 9, dated 2-4-87.

PEAK HOUR VOLUME TRAFFIC SIGNAL WARRANTS
URBAN LOCATION
Figure 9-2C*

INTERSECTION: Turner Road & Woodhaven/Lower Sacramento — BY: RKH
LOCATION: Lodi — DATE:21-Feb-89
CONDITIONS: Cumulative + Project

Morning Peak Hour: 8-9 AM

Turner Road (Major Street)			Woodhaven/Lower Sacramento (Minor Street)				
Approaches			Approaches				
Dir.	Vol.	Lanes	Dir.	Vol.	Lanes		
EB	0	2	SB	0	2		
WB	0	2	NB	0	2		
			EBLT	0		Minimum Volume Warrant	Warrant Met?
Total:	0	2 or more	WBLT	0			
			Maximum: (Max. thru + max. left turn)	0	2 or more	ERR	ERR

Afternoon Peak Hour:5-6 PM

Turner Road (Major Street)			Woodhaven/Lower Sacramento (Minor Street)				
Approaches			Approaches				
Dir.	Vol.	Lanes	Dir.	Vol.	Lanes		
EB	502	2	SB	430	2		
WB	393	2	NB	693	2		
			EBLT	0		Minimum Volume Warrant	Warrant Met?
Total:	895	2 or more	WBLT	255			
			Maximum: (Max. thru + max. left turn)	948	2 or more	450	Yes

* Caltrans, "Traffic Manual," Chapter 9, dated 2-4-87.

APPENDIX D

TRANSPORTATION TERMINOLOGY DEFINITIONS

TRANSPORTATION TERMINOLOGY DEFINITIONS

ADT	Rverapr Daily Traffic. Total volume of traffic crossing a fixed point over a 24-hour period averaged over ● week, month, year, or several years.
OWDT	Overage Weekday Traffic. Excluding Saturdays and Sundays.)
Accessibility	The relative ease with which a location can be reached via various modes of transportation.
Rrterial Street	A major road with partial control of access.
Capacity	Maximum number of vehicles or transit riders that can be carried during a determined period of time, usually one hour.
Controlled access	Preferential treatment of through traffic by providing connections with only selected public roadways, prohibiting grade crossings or direct access to abutting private property*
Design speed	The maximum safe speed that can be maintained over a specific section of highway or street when conditions ar so favorable that the design features of the street or highway govern.
Directional split	The difference in magnitude between volumes of traffic in one direction and traffic volumes in the opposite direction on a section of road.
Freeway	A high speed roadway with complete control of access.
Interchange	A system of interconnected roadways providing separated movement of traffic between two or more roadways, usually freeways or expressways.
Level of Service	(LoS) An expression of conditions existing under various speed and volume conditions on a street or highway. These levels are designated A through F, from best to worst, and

	cover the entire range of traffic operations that may occur. On many specific streets and highways, tho better levels of service cannot be attained. Level of Service E describes conditions approaching capacity or maximum desirable delay. See pages 3-5 for detailed definitions.
Modal split	The relative! proportion of trips by each mode. For example, 4 out of 100 trips are made by transit from point A to point B and 96 by auto. The modal split is 4% - 96%, transit and auto.
Mode of travel	The means of Transportation, whether by auto, bus, subway or airplane, etc.
Partial access	Access to selected public roads, limited control access to private driveways and crossings provided at grade.
Peak hour(s)	The 60 minute period(s) in which the traffic volume(s) is the highest for the dry, The peak hours are typically in the period from 7-9 AM and 4-6 PM weekdays.
Peak hour factor	PHF. A ratio of the volume occurring durinq the perk hour to the maximum rate of flow during a given time period within the peak hour. For intersections, the maximum rate of flow is usually measured in 15 minute periods. PHF = PHV/(4 x peak 15 min. volume)
Peak hour/peak direction traffic	The highest of the directional traffic volumes during the peak hour on a section of road.
Peak hour volume	PHV. The volume of traffic during the peak hour(s) of the day through an intersection or on a section of roadway.
Volume-to-capacity ratio	V/C Ratio. The ratio of volume of traffic to the capacity of the rord segment or intersection with the volumes and capacities usually measured in vehicles per hour. The v/c ratios are useful in determining levels of service, delay and congestion.

TRANSPORTRTION TERMINOLOGY DEFINITIONS

Level of Service Definitions for Urban and Suburban Arterial Streets

LoS A - Free flowing operations witn average travel speeds about 90% of the free flow speed. Vehicles are completely unimpeded in their ability to maneuver in the traffic stream.

LoS B - Average travel speed about 70% of the free flow speed and the ability to maneuver in the traffic stream is only slightly restricted. Drivers experience only slight tension.

LoS C - Represents stable operations. Average travel speeds are about 50% of the free flow speeds. Ability to maneuver is more restricted and motorists experience considerable tension while driving.

LoS D - Small changes in flow can cause substantial increases in delay. Average travel speeds are about 40% of free flow conditions.

LoS E - Long delays with average travel speed about 1/3 of free flow conditions. Causes are a combination of high volumes, long queues at intersections, inappropriate signal timing, etc.

LoS F - Average travel speeds less than 1/3 free flow speeds. Significant intersection congestion and very long delays. Adverse signal progression usually contributor to this condition.

Reference: 1985 Highway Capacity Manual, Chapter 11.

TRANSPORTATION TERMINOLOGY DEFINITIONS

Levels of Service Definitions for Signalized Intersections (Critical Movement Methodology:

LoS A - Very low delay. Extremely good progression with most vehicles arriving during the green phase. Short cycle lengths may also contribute to low delay. Volume-to-Capacity (V/C) ratio equal to or less than 0.60.

LoS B - Goad progression and short cycle lengths. More vehicles stop than under LoS A conditions. V/C range: 0.61-0.70.

LoS C - Progression is fair and cycle lengths are longer. The number of vehicles stopping is significant although many do not have to stop. V/C range: 0.71-0.80.

LoS D - Unfavorable propression, long cycle lengths, and high volume-to-capacity ratios contributr to the conditions. The number of vehicles not having to stop declines. V/C range: 0.81-0.90.

LoS E - Poor progression, high v/c ratios, very long cycle lengths can all contribute to this condition. V/C range: 0.91-1.00.

LoS F - Arrival flow rates exceed the, capacity of the intersection with the same contribution factors as with LoS E V/C is variable.*

References: 1985 Highway Capacity Manual, Chapter 9.
Transportation Research Board Circular #212, 1/80.

* The V/C ratio cannot exceed 1.00 for measured traffic volume conditionr unless the assumptions for capacity volume are too low. In the analyses of future traffic projections, the demand volume may excerd the assumed capacity volume, resulting in a V/C ratio greater than 2.00.

TRANSPORTATION TERMINOLOGY DEFINITIONS

Level of Service Definitions for 2-Way STOP and YIELD controlled intersections

LoS A - Reserve capacity greater than 400 (passenger cars per hour). Little or no delay, less than 5 seconds.

LoS B - Reserve capacity 300-399. Short delay.

LoS C - Reserve capacity 200 299. Average delay, on the order of 30 seconds.

LoS D - Reserve capacity 100-199. Long delays.

LoS E - Reserve capacity 0-99. Very long delays, up to 60 seconds.

LoS F - No reserve capacity. Volume exceeds tho capacity. Extremely long delays with queuing may cauw severe congestion affecting other traffic movements in tho intersection. This condition usually warrants improvement to the intersection.

Reference: 1985 Highway Capacity Manual, Chapter 10.